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DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Prepared By
STATE OF MONTANA
DEPARTMENT OF HIGHWAYS

STATE DOCUMENTS

JUN 13 1973

FINAL
ENVIRONMENTAL/SECTION 4(F) STATEMENT
for

PROJECT F-257(16)
HUNGRY HORSE - WEST GLACIER

THIS HIGHWAY IMPROVEMENT IS PROPOSED FOR FUNDING UNDER
TITLE 23, U.S.C. THIS STATEMENT FOR THE IMPROVEMENT
WAS DEVELOPED IN CONSULTATION WITH THE FEDERAL HIGHWAY
ADMINISTRATION AND IS SUBMITTED PURSUANT TO:

42 U. S. C. 4332 (2) (C)

and

49 U.S.C. 1653 (f)



H. J. ANDERSON, DIRECTOR OF HIGHWAYS

BY Jack R. Baker Date 5-23-73
ADMINISTRATOR
ENGINEERING DIVISION

APPROVED AND ADOPTED BY THE FEDERAL
HIGHWAY ADMINISTRATION

Date _____
FEDERAL HIGHWAY ADMINISTRATION
REGIONAL ADMINISTRATOR

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SUMMARY SHEET

I. TYPE OF ACTION

- (X) Administrative
- () Draft
- () Environmental Statement
- (X) Combination Environmental/Section 4(f) Statement
- () Legislative
- (X) Final

II. PROJECT DESCRIPTION

This project begins on the western edge of Hungry Horse, Montana, and proceeds in a northeasterly direction for approximately 10.9 miles and ends in West Glacier. The project is a reconstruction of a portion of U.S. Highway #2 in Flathead County. The new alignment will generally follow existing U S. #2, with some alignment changes to miss existing improvements and eliminate the sharp, dangerous curves.

The project will be designed as a four-lane paved highway without access control. Through Hungry Horse, Coram and West Glacier, a curb and gutter section will be constructed which will provide two 10-foot parking lanes, four 12-foot driving lanes and a 20-foot painted median. From Hungry Horse to a point just east of Coram, a narrow median rural section will be used that will consist of two 10-foot shoulders, four 12-foot driving lanes and a 4-foot painted median. A wide median section will be used from just east of Coram to West Glacier. This will provide two 10-foot

outside shoulders, four 12-foot driving lanes, two 4-foot inside shoulders and a 38-foot median ditch.

III. ENVIRONMENTAL IMPACTS

The project will provide a fast, safe and efficient transportation facility for the traveling public. The existing character of the area should not be significantly altered. However, there will be some impact on the area, which has been considered and discussed in detail in this statement.

The proposed route will result in the acquisition of new right-of-way for construction of the new four-lane facility. Displacement of people cannot be avoided and this will result in the relocation of the following number of homes and businesses:

24 Individuals or families
10 Businesses

This construction of the project will also result in the clearing of approximately 92 acres of forest land.

There will be some increase in noise and air pollution during construction of the project, although these two items should return to their present levels upon completion of the project. The long-term impact will result in increased noise and pollution due to the substantial increase in traffic that is expected on this highway in the future.

The four lane facility will make it more difficult and dangerous for deer and other animals to cross the highway but other than this, there will be a minimal effect on wildlife in the area.

Approximately 0.5 acres of the Hungry Horse Park will be taken for construction of the project and about 1 acre will be taken from the Forest Service campground on the west edge of Hungry Horse. These two takings are discussed in more detail elsewhere in this statement.

IV. ALTERNATIVES

There are other routes that could have been used between Hungry Horse and West Glacier, but they would affect the surrounding area in the following ways:

- (1) Leave the small communities, homes and businesses without an adequate highway facility
- (2) Leave many people unemployed, as they depend on tourist business
- (3) Involve the destruction of much virgin forest land and cause disruption of the wildlife habitat

Northwest of Martin City, two alternate locations were studied, the River Route and the Staked Route. The Staked Route, which is the recommended alternate, generally follows existing U.S. Highway #2, except to straighten some sharp, dangerous curves and passes on the western edge of Martin City. The River Route generally follows the Flathead River. Although the River Route was considered the best in regard to the least damage to the environment, the Staked Route was chosen, mainly on the basis of public opinion, which was strongly in favor of this route.

These two alternates involve approximately 1.5 miles of the project.

Three alternate locations were studied northeast of Coram, consisting of the West Alternate, Staked Route and the East Alternate. The West Alternate, which is the recommended alignment, is located about 500 feet west and parallel to the existing highway. The Staked Route generally follows the present highway. The East Alternate is located east of the existing highway, between a small lake and the present highway. These three alternates have about the same impact on the environment and, therefore, the West Alternate was chosen mainly on the basis of economics. Approximately 1.8 miles are involved with these alternates.

Three alternates were studied through Hungry Horse to try and eliminate involvement with the Hungry Horse Park. One alternate consisted of a couplet system with one-way traffic on the streets on either side of the park. A connection on the west end of this couplet would involve going through a Forest Service campground and the connection on the east end would go through a Forest Service complex. Therefore, this alternate was abandoned. Another alternate studied consisted of a four-lane highway without left turn bays. As this is an unsafe practice, this alternate was also eliminated. The third alternate consisted of a four-lane highway with left turn bays and this is the alternate that was chosen and accepted by the community.

The do-nothing alternate was considered, but not

recommended, because of the drastic need for a new highway through this area.

V. FEDERAL, STATE, LOCAL AGENCIES AND OTHER ORGANIZATIONS FROM WHICH COMMENTS WERE REQUESTED

*Indicates agencies from which comments were received

- *1. Director
Montana Fish and Game Department
Helena, Montana 59601
- *2. Soil Conservation Service
5 North Main
Kalispell, Montana 59901
- *3. Council on Natural Resources and Development
425 Sam W. Mitchell Building
Helena, Montana 59601
- *4. Department of Planning and Economic Development
Capitol Post Office
Helena, Montana 59601
- *5. Flathead County Commissioners
Kalispell, Montana 59901
- *6. Corps of Engineers
7410 U.S. Post Office and Courthouse
Omaha, Nebraska 68102
- 7. Federal Water Quality Administration
Northwest Region
Room 501, Pittock Block
Portland, Oregon 97205
- 8. Bureau of Sport Fisheries
State Supervisor
Division of Wildlife Services
Billings, Montana 59103
- 9. Department of Housing and Urban Development
616 Helena Avenue
Helena, Montana 59601
- 10. Rural Electrification Administration
Montana Associated Utilities
Rainbow Western Hotel
Great Falls, Montana 59401
- 11. Federal Power Commission
555 Battery Street
San Francisco, California 94111

12. Agricultural Stabilization and Research
Service
112 West 13th Avenue
Helena, Montana 59601
- *13. Bureau of Reclamation
P.O. Box 8008
Boise, Idaho 83707
- *14. U.S. Geological Survey
Federal Building
Helena, Montana 59601
15. Economic Development Administration
415 First Avenue North
Seattle, Washington 98109
- *16. Environmental Protection Agency
Denver Federal Center
Denver, Colorado 80225
- *17. Postmaster
Hungry Horse, Montana 59919
- *18. Postmaster
Martin City, Montana 59926
19. Postmaster
Coram, Montana 59913
20. Postmaster
West Glacier, Montana 59936
- *21. U.S. Coast Guard
618 Second Avenue
Seattle, Washington 98104
22. Bureau of Land Management
P.O. Box 1524
Billings, Montana 59103
- *23. U.S. Forest Service
200 East Broadway
Missoula, Montana 59801
24. Maurice Lundy
Regional Director
Bureau of Outdoor Recreation
1000 Second Avenue
Seattle, Washington 98104

- *25. HUD Regional Office
909 17th Street
Denver, Colorado 80202
- 26. Department of Agriculture
14th St. and Independence Ave. S.W.
Washington, D.C. 20250
- *27. Department of Interior
C. St. Between 18th and 19th Sts. N.W.
Washington, D.C. 20240

VI. DATES DRAFT AND 4(F) STATEMENTS WERE MADE AVAILABLE TO
C.E.Q.

Draft Environmental Statement - May 27, 1971

Section 4(f) Statement - March 27, 1972

FINAL STATEMENT

I. PURPOSE

Project F-257(16) Hungry Horse-West Glacier is a 10.9+ mile section of Highway #2 located between Hungry Horse and West Glacier in Flathead County.

The existing highway was constructed in 1931 and improved in 1934. A new oiled surface was added in 1949. The roadway width is 26 feet and the surface width is 22 feet. Data from our 1969 Sufficiency Rating for this section of primary highway is as follows:

1. Foundation - maximum of 10 - rated at 0
2. Surface - maximum of 30 - rated at 12
3. Drainage - maximum of 10 - rated at 5
4. Safety - maximum of 20 - rated at 1
5. Capacity - maximum of 30 - rated at 11

The above ratings are very low for this section of highway, which is the main route to Glacier National Park with an average daily traffic count of 3000-3500 vehicles. The projected 1994 traffic count will be approximately 8000 vehicles per day. Therefore, the purpose of this project is to provide a wider (four-lane) and a safer highway to accommodate present and future traffic, into and out of Glacier National Park.

II. DESCRIPTION OF PROJECT AND SURROUNDING AREA

This project is located in the northwestern part of Montana on the northern route from the Great Lakes to the Pacific Ocean via U.S. Highway #2.

The surrounding area is the center for some of the most spectacular hunting, fishing, viewing and general recreation remaining in the Pacific Northwest. Just a few miles away is Glacier National Park and 4 miles to the south is nationally famous Hungry Horse Dam and Lake.

Beyond Hungry Horse Lake is the Bob Marshall Wilderness Area, 950,000 acres that can be entered only by foot or horseback. To the south and east lies Flathead Lake, a popular summer home area with public fishing, swimming and boating facilities available.

There is an abundance of public land throughout this area with many developed and undeveloped camping grounds. There are 21 public campgrounds within Glacier National Park. Hungry Horse Lake, Flathead Lake and Lion Lake are surrounded by trails, roads, etc. that provide the visitors with a variety of locations for overnight camping, all within easy driving from Hungry Horse. There are some commercial campgrounds and trailer parks for those less inclined to "rough it".

U.S. Highway #2 is the principal means of access to this area, being on the national highway system and the northerly most east-west route. It is a paved highway that

is maintained for year around travel. It also connects the larger cities in northern Montana with a direct route to the West Coast and the Great Lakes Area.

The project itself begins on the western edge of Hungry Horse and from there the recommended alignment proceeds in a northeasterly direction for approximately 10.9 \pm miles and ends in West Glacier. The new alignment generally follows existing U.S. Highway #2, with some alignment changes to miss existing improvements and eliminate the sharp, dangerous curves. The solid black line shown on the aerial prints on exhibits 1 and 2 of this statement indicates the recommended alignment.

The project has been designed as a four-lane paved highway without access control. Adequate right-of-way will be purchased throughout to construct the four-lane facility.

The present average daily traffic on the existing highway is somewhere in the vicinity of 3000-3500 vehicles and the design year (1994) count is expected to be approximately 8000 vehicles per day. The traffic expected two years after completion of the project is approximately 4000 vehicles per day.

A curb and gutter section will be constructed through Hungry Horse, Coram and West Glacier. This section will consist of two 10-foot parking lanes, four 12-foot driving lanes and a 20-foot painted median. A border strip of 12 to 20 feet will be provided for signing, sidewalks and snow storage.

A narrow median rural section will be used from Hungry Horse to a point just east of Coram. This section will consist of two 10-foot shoulders, four 12-foot driving lanes and a 4-foot painted median. Ditches will be provided for adequate drainage and snow storage.

A wide median section will be used from just east of Coram to West Glacier. This section will consist of two 10-foot outside shoulders, four 12-foot driving lanes, two 4-foot inside shoulders and a 38-foot median ditch. Outside ditches will be provided for adequate drainage and snow storage. Only two lanes of this section will be constructed at this time with the remaining two lanes to be constructed at a later date when sufficient funds are available.

Two alternate alignments were studied in the vicinity of Martin City and three alternate alignments were studied northeast of Coram. These are described and their adverse and/or beneficial aspects are discussed in detail in the Alternates section of this statement beginning on page 29.

Adjacent to and within the townsite of Hungry Horse are two public sites of local significance which are protected by Section 4(f) of the Department of Transportation Act of 1968, and thereby given special consideration.

The two sites are described as follows:

A. SITE 1 - HUNGRY HORSE CAMP (U.S. FOREST SERVICE)

Before Proposed Project

Type Use: Overnight camping, picnicing
Available Units: 27 (developed)
Patronage: Local, regional, national and international
Available Activities: Camping, picnicing, hiking,
fishing, etc.
Size: 68 \pm acres

After Proposed Project

Type Use: Overnight camping, picnicing
Available Units: 27 (developed)
Patronage: Local, regional, national and international
Available Activities: Camping, picnicing, hiking,
fishing, etc.
Size: 67 \pm acres

DESCRIPTION: Hungry Horse Camp is a partially developed overnight campground adjacent to the town of Hungry Horse, Montana. It is triangular in shape, being bound by U. S. Highway #2 on the north, South Fork of the Flathead River on the southwest and Hungry Horse on the east. The 68 acres of this site are located in the river bottom of the South Fork of the Flathead River. It is heavily timbered and well drained, which abets the present and planned use.

Forest Service planners have developed a master plan for 100 \pm overnight camping units with Loop Roads and back-in spurs. Twenty-seven sites have been completed with picnic tables, fireplaces, water hydrants, back-in spurs, gravel footpaths and a loop road. A centralized sanitary facility is also available.

Being located adjacent to U. S. Highway #2, this site is extensively used and reportedly is full most of the summer months. Tourists are quite often seen hiking into Hungry Horse, fishing and swimming in the river, relaxing in the shade and other similar activities.

Access into the grounds is directly off the paved highway by a graveled approach that connects to the one developed loop road. This approach is located approximately one-quarter of a mile westerly of the business area. Vehicular access is also possible from the river road along the northerly bank of the river.

Please refer to exhibits 3 through 8 for maps, pictures and correspondence in regard to this campground.

B. SITE II - HUNGRY HORSE PARK (COUNTY OF FLATHEAD)

Before Proposed Project

Type Use: Daytime picnicing, short rest stops for travelers, shoppers, etc.
Available Accommodations: Picnic tables, parking
Patronage: Local, regional, national and international
Available Activities: Picnicing
Size: 56,000+ square feet

After Proposed Project

Type Use: Daytime picnicing, short rest stops for travelers, shoppers, etc.
Available Accommodations: Picnic tables, parking
Patronage: Local, regional, national and international
Available Activities: Picnicing
Size: 33,600+ square feet

DESCRIPTION: When the Townsite of Hungry Horse was layed out, planners provided a roadside park between the main east - west thoroughfare (U.S. Highway #2) and Hungry Horse Blvd. This park, or buffer zone, which is 1200 feet along, was subsequently

divided into three sections by the north - south trending Cannon and Mountain Streets. The legal description of these sites are Block B, C and D of the original Townsite of Hungry Horse, and was dedicated as parkland in 1947. This park is owned and maintained by Flathead County and Hungry Horse Chamber of Commerce. The park is level, well drained, with shade trees protecting the picnic area. A picnic table is located on the westerly edge of Block B. The community water supply is the only public utility presently in place on the park site.

Located in the center of Hungry Horse, with parking space adjacent to U. S. Highway #2, the principal use of the roadside park tends to be a place where motorists can get off the highway, park and take a short rest before continuing on their way. There are no overnight parking facilities nor recreational facilities available. Tourists may also stop here to avail themselves of the limited shopping that is nearby. Due to the lack of space, recreational and camping facilities, this site is only used during the daytime, and there is very little use by the local residents.

Please refer to exhibits 9 through 25 for maps, pictures and correspondence in regard to this park.

III. DESCRIPTION OF EXISTING ENVIRONMENT

A. HUMAN RESOURCES

This project will pass through the small, unincorporated communities of Hungry Horse, Martin City, Coram, and West Glacier which range in size from 150 to 700 persons. These are typical small Montana communities with the usual churches, stores, service stations, etc. Many of the stores, motels, and service stations are located along the existing highway as this is the location that provides the easiest access for the people they serve. Some homes will also be found adjacent to the present highway. In the areas between these communities, other motels, service stations, trailer parks, and tourist oriented businesses will be found. The majority of these will be located adjacent to U. S. Highway #2. There are also numerous summer cabins located throughout the length of this project.

From the beginning of the project to Sta. 185 \pm , the new highway passes through the community of Hungry Horse. Most of the property in this area is privately owned except for 2 areas on the south side of the highway which belong to the U. S. Forest Service. The first of these areas, located between the beginning of the project and Sta. 148 \pm , is heavily timbered and contains the Forest Service Campground mentioned elsewhere in this statement.

The second area is located between Sta. 166_± and 185_± and is the site for the Forest Service Complex. The land adjacent to the project between Sta. 185_± and 210_± is timbered private land containing several homes and cabins. From Sta. 210_± to Sta. 230_±, the project passes on the west edge of Martin City. There are many homes and businesses in this area and most of the land has been subdivided. Between Sta. 230_± and 250_±, the land is privately owned and quite heavily timbered. There is a motel located at about Sta. 242_±. From 250_± to 260_±, the project passes through a piece of timbered Forest Service land. From Sta. 260_± to Sta. 305_±, the land is privately owned and is heavily timbered on the east side of the highway. There are several businesses and 1 or 2 cabins located in this area. The community of Coram, with its homes and strip development along the present highway, is located between Sta. 305_± and Sta. 330_±. From Sta. 330_± to Sta. 410_±, the land is partially timbered and privately owned. There are several homes and businesses located along the present highway in this area. From Sta. 410_± to Sta. 570_±, the project passes mainly through heavily timbered U. S. Forest Service land with the exception of a few small pieces of privately owned land. These are located from Sta. 485_± - 510_± and 523_± - 530_±. One of these private areas contains a trailer court and the other a home. From Sta. 570_± to Sta. 610_±, the land is privately owned and quite

heavily timbered. A large motel complex is located in this area. Between Sta. 570 \pm and 610 \pm , the project again passes through heavily timbered U. S. Forest Service land. From Sta. 610 \pm to the end of the project, most the land is under private ownership. There are several businesses located in this area, along with some homes. A strip development is located near the end of the project, where the highway enters West Glacier. On the north side of the project from Sta. 650 \pm to the end, the land belongs to the BN railroad.

In general, the people along this highway depend on tourism as their main source of income. The U. S. Forest Service has a complex in Hungry Horse and the Bureau of Reclamation's Hungry Horse Dam is located south of Hungry Horse, both of which employ some of the people in this area. A few people are involved in the logging industry and some commute to Columbia Falls for employment.

This is generally a tourist and recreational area and, therefore, there are many summer homes. These homes are probably not used more than three to four months a year. With winter sports, such as skiing and snowmobiling, on the increase in this area, it is conceivable that these homes will be used longer in the future.

B. PHYSIOGRAPHY AND GEOLOGY

This project lies at the northwestern edge of the Flathead Mountain Range on the east side of the Flathead River. In this area, the Flathead River is above the flat,

fertile valley land found further to the south and west and instead flows through a relatively rugged canyon. The project itself lies on a quite gentle, rolling area between the river and the mountains. The design speed of the project is 60 mph., which is considered suitable for terrain of a rolling nature. The surrounding area is quite rugged, mountainous, forested land with scattered lakes and numerous streams.

Most of the soil along the project is quite gravelly and rocky, except for the area between Martin City and Coram, where there are many springs and swampy areas and the soil is of a silty-clay nature.

The Flathead River flows through this area with many small streams and lakes feeding into it.

The new highway will be built basically on glacial deposits of the Precambrian Age - Belt Series. Glacial drift and tertiary sediments will be found in the surrounding valleys.

C. LAND USE

For the most part, this is a rural area consisting of forest land. Some logging is done in this area, but primarily the land is used for recreational purposes and remains in a semi-developed state. Probably the main reason it remains in this semi-developed state is because of the adverse winter conditions which make the area undesirable for year around living.

The community of Hungry Horse has dedicated some areas as parks located adjacent to Highway #2. These presently consist of grass, trees and monuments of particular interest to the residents. Some picnic tables and garbage cans are provided for tourists' convenience.

The Forest Service has a small campground located on the west edge of Hungry Horse. This is used by tourists in the summer for overnight camping and consists of water and rest room facilities.

The Forest Service also has a small rest area located left of Station 562⁺ between Coram and West Glacier. This rest area was never completed and at present consists only of a graded approach and parking area. The parking area is a short walking distance from Half Moon Lake and is, therefore, used by fisherman. There are no water or rest room facilities provided. The Forest Service was contacted in regard to this uncompleted rest area and they informed us that they have no contemplated use for the area and do not feel that it is subject to Section 4(f) provisions. Please refer to exhibit no. 26 on Page 182.

D. FISH AND WILDLIFE

There is an abundance of various kinds of wildlife in this area. Deer, elk, moose, black bear, and an occasional grizzly bear will be found in the vicinity of the project. Glacier National Park is a game preserve and it is expected that some of the wildlife from there

occasionally migrates into the area which the project traverses. Numerous small animals such as squirrels, chipmunks and other small rodents are found near the existing highway and will be seen quite frequently as one drives through the area.

Two small lakes are located west of the project between Coram and West Glacier. One of these, Lake Five, is located left of Station 504+00± and is approximately 152 acres in size. The other lake, Half Moon Lake is about 55 acres in size and is located left of Station 570+00±. These lakes are not actually privately owned; however, much of the shoreline is owned by private individuals. Public access is provided to each of the lakes and they are stocked with game fish, generally rainbow trout, by the Montana Fish and Game Department. The project will have a very minimal effect on the lakes as about all it does is provide improved access to the general vicinity of the lakes. The lakes are used quite heavily during the summer months by fisherman, cabin owners, and tourists. There are other small swampy type lakes or sloughs near the project. These do not have any fish in them and are not suitable for cabins or other type of development.

The project is also quite near to the Flathead River. This river experiences quite a bit of fishing pressure with the following game fish being taken: rainbow trout, brook trout, cutthroat trout, Dolly Varden and Mountain Whitefish. Other non-game fish, such as suckers and squawfish, also inhabit the river.

E. VEGETATION RESOURCES

The vegetation in this area consists mainly of lodgepole pine.

F. CLIMATE

The average temperature in this area is approximately 42°F. The temperature normally varies from an average temperature of 65°F. in July, to an average temperature of 22°F. in January. In 1970, the highest temperature in West Glacier was 92°F. in July, while the lowest temperature was -13° in January.

The average annual precipitation in this area is approximately 28 inches. Normal high precipitation occurs in December, January and June of each year and varies from 3 inches to 3.25 inches per month.

Average winter snowfall for the area is about 69 inches. Accumulated depth on the ground in an average year will be in the neighborhood of 2½-3'. The Continental Divide forms an effective barrier that protects the area from most of the severe cold waves that sweep down from the Arctic across Canada and into the United States. The wind in the vicinity of the project is very minimal, with most of it being the gusty, swirling type with no prevailing direction.

G. TRANSPORTATION SYSTEMS

U. S. Highway #2, between Hungry Horse and West Glacier, is a primary highway. Glacier Park tourist traffic feeds into Highway #2 at West Glacier. There are no other major highways feeding into this route.

Burlington Northern, Inc. has a line between Columbia Falls and West Glacier, with freight stops at Coram and at West Glacier. The area is also served by Amtrak.

The nearest improved airport is located between Kalispell and Columbia Falls. This airport is owned by Flathead County.

There is bus transportation provided between Kalispell and West Glacier.

H. UTILITY SYSTEMS

The Northwestern Telephone and the Pacific Power and Light Company serve this area with electricity and telephone. As is usually the case, many of the power and telephone lines are located adjacent to the present highway. The Montana Power Company provides the area with natural gas. There are also many water lines in the vicinity of the project with most of them being owned by private individuals.

IV. EVALUATION OF ENVIRONMENTAL IMPACTS

A. ENVIRONMENTAL IMPACT OF THE PROPOSED ACTION

1. Human Resources

The proposed route will result in the relocation of the following number of homes and businesses:

24 Individuals or families
10 Businesses

As design progresses, minor projections may be made to miss existing improvements and, therefore, the above noted numbers may vary slightly.

Standard right-of-way procedures which include relocation assistance will be available to all displaced persons and businesses. No person will be relocated unless or until adequate replacement housing is available.

The availability of decent, safe and sanitary housing is at a premium in the area as in March, 1973, there were only 2 residential properties listed for sale with 3 local realtors. These realtors stated that generally they have very few residential listings. So it is therefore assumed that relocation will have to be accomplished by building new homes, mobile homes, or moving the present dwellings. There are several mobile home dealers in Kalispell and Columbia Falls along with builders of prefab homes. There are also contractors in the area that would build new homes. Qualified house movers are located in Kalispell.

2. Land Use

In order to provide adequate room for the new four-lane facility, new right-of-way will be required which will result in land being taken and changed from its present use. Much of the alignment of the new highway will follow the present highway and therefore the existing Right-of-Way will be utilized as much as possible. However, it will still be necessary to clear approximately 92 acres of forest land and 0.5 acres of park land will have to be taken. The taking of the park land is discussed in more detail elsewhere in this statement.

This project should not have a significant effect on adjacent land use since the amount of new Right-of-Way being taken is quite small and the existing access patterns will be left about the same as they are now. Although several businesses and homes presently adjacent to U. S. 2 will have to be relocated, it is expected that they will try to relocate as near to the new highway as possible. Since this project will provide a new, 4-lane facility, the possibility does exist that development along the highway may increase at a faster rate than it has in the past.

3. Fish and Wildlife Resources

The proposed route will not disturb the Flathead River channel and, therefore, will have no effect on the fish that inhabit this river. Abbot Creek will be crossed, but this water course is not a spawning tributary of the Flathead River.

The project will have a minimal effect on wildlife in the area. Although the 92 acres of forest land that will be cleared may result in the loss of some wildlife habitat for small animals, the effect will be insignificant due to the abundance of available habitat. The project could increase the deer highway mortality rate, as it will be more difficult for them to cross the four-lane highway. However, the exposure and better visibility resulting from the construction of the four-lane road with its

attendant improved sight distances and clear roadsides may tend to offset any surprise impact from wildlife. Therefore, whether or not the mortality rate will increase is questionable. Other than this, there will be a minimal effect on wildlife in the area. The project will not affect any wildlife preserves.

4. Vegetation Resources

The project will clear approximately 92 acres of trees. Clearing will be limited to approximately 5 feet from the construction limits.

5. Water, Air, and Noise Pollution

The construction of this project will result in a temporary increase in noise, air, and possibly water pollution while the new highway is under construction. The contractor will be required to adhere to all pertinent laws in regard to these problems. Upon completion of the project, these items should return to their present levels.

Following is an excerpt from the Montana Department of Highways' Standard Specifications in regard to the methods the contractor is to use to prevent stream pollution.

A. SILTATION CONTROL

The contractor will be required to prevent construction operations or the results of construction operations from silting rivers, streams

and impoundments (lakes, reservoirs and the like). The construction of planned drainage facilities and the performance of other contract work that will help control siltation shall be done as soon as is practicable. The siltation control measures described herein shall be continued until the permanent drainage facilities have been constructed.

The contractor shall shape the subgrade on road beds in the immediate vicinity of rivers, streams or impoundments prior to any lengthy suspension of construction operations. Shaping shall be done in a manner that will permit runoff waters to be intercepted along the outer edges of the subgrade and drained from the subgrade by temporary slope-drains. The temporary slope-drains shall be located along fill slopes at 500-foot intervals, approximately, and shall be paved or covered with waterproof materials.

Construction operations in rivers, streams and impoundments shall be restricted to those areas where channel changes are shown on the plans and to those areas which must be entered for the construction of temporary or permanent structures, unless other areas are approved. Temporary bridges, culverts or similar structures shall be used wherever crossings of a stream or river cause excessive

siltation. Mechanized equipment shall not be operated in rivers, streams or impoundments except as may be required to construct channel changes and temporary or permanent structures. Rivers, streams and impoundments shall be promptly cleared of such obstructions as false-work, piling or other obstructions placed therein or caused by the construction operations, after the purpose of such obstructions have been served. Debris in rivers, streams or impoundments placed therein or caused by construction operations shall be promptly removed. Excessive siltation resulting from placing material excavated from the roadway, channel changes, coffer-dams and the like near to or in rivers, streams or impoundments shall be promptly corrected.

B. WATER POLLUTION

The contractor shall exercise every reasonable precaution throughout the life of project to prevent pollution of rivers, streams or impoundments. Pollutants such as chemicals, fuels, lubricants, bitumens, raw sewage and other harmful wastes shall not be discharged into or alongside of rivers, streams, impoundments or into natural or manmade channels leading thereto. The contractor shall meet the requirements of the applicable regulations of the State Fish and Game Department, State Board

of Health and other state or federal regulations relating to the prevention or abatement of water pollution.

The contractor shall dispose of all refuse and discarded materials in an approved location.

Following is another excerpt from the Montana Department of Highways' Standard Specifications in regard to air pollution that the contractor will have to follow during construction of the project.

A. SMOKE AND DUST CONTROL

Whenever a hot-mix paving plant, aggregate crusher or similar operation is to be conducted, the contractor shall acquaint himself with all local conditions, city, county and state laws pertinent to air pollution before commencing his operations. It is possible that legal action may be instituted against the contractor to force him to conduct his operations in a dust and smoke free manner. The contractor should be prepared to operate in a manner satisfactory to a restraining court order. This may mean employing adequate dust filters and smoke collectors or use of other means meeting the existing requirements. No additional payment will be made to the contractor for the use or installation of dust or smoke control devices or for the disruption of work or loss of time occasioned by the installation of such control devices, or for any other related reasons.

The contractor shall have informed himself of all applicable Montana State Board of Health requirements and similar state or federal requirements pertaining to control of or abatement of air pollution. He shall have provided or be prepared to provide such air pollution control measures as are required to comply with the minimum standards established by such agencies.

Current erosion control requirements call for the project to be topsoiled and seeded as soon as possible after rough grading is completed. As the vegetation becomes re-established, it will reduce the amount of erosion considerably.

The Staked Route was chosen as the recommended alternate and this alignment is situated a considerable distance from the Flathead River. Although some pollution from our wintertime sanding and salting operations may reach the Flathead River, we expect the amount to be very minimal due to the distance it has to travel.

The long-term impact of the project will result in increased noise, air and possibly water pollution due to the substantial increase in traffic that is expected in the future. However, since traffic is bound to increase regardless of whether or not this project is built, much of the increase in pollution would occur anyhow, and therefore, much of this increase will not be a direct result of the project. The project should actually help to reduce any possible water pollution due to the improved roadway and drainage facilities that will be provided. The major increase in pollution brought about by this project will be in regard to noise. This will be due mainly to the fact that the

traffic lanes will be somewhat closer to adjacent properties than were the existing lanes. Location approval for this project was granted prior to the effective date of P. P. M. 90-2 concerning noise levels; however, volumes of traffic on this project are in a range that have produced tolerable levels of noise in the past for comparable situations.

This project should not have any adverse environmental effects on the ground water in the area. Storm drains will be built in three areas throughout this project. The one in Hungry Horse will drain either down 1st or Main Street toward the Flathead River. The system in Coram will be drained in a southwesterly direction toward the river and the system in West Glacier will be drained northwesterly along the existing highway to Glacier Park toward the Flathead River.

None of the storm drain systems will be dumped directly into the Flathead River. Rather, a bed of riprap will be placed at the outlet to form a stilling basin and it will be placed such that it will slow the velocity of the water, spread it out and allow the silt and sand to settle out. It will be designed such that it should not overflow and allow pollutants to enter the river.

Surface drainage on the rural portion of the project will be handled by the use of ditches and culverts. Natural drainage patterns will be perpetuated.

6. Geologic Resources

This project, to our knowledge, will not disturb any geologic resources.

7. Transportation Systems

This project does not interfere with any railroads or airports and will improve the bus routes, truck routes and automobile routes.

8. Utility Systems

This project will interfere with some power, telephone, gas, and water lines. The actual extent of involvement with each type of utility is not known at this time as utility plans have not yet been completed however, all utilities in conflict will be relocated and perpetuated throughout the project. There may be some short-time disruption to the systems while they are being relocated, but there will not be any lasting environmental effects.

B. ADVERSE ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED

1. Human Resources

In order to provide an adequate highway facility to accommodate present and expected future traffic volumes, new right-of-way will have to be acquired.

As most homes and businesses are located adjacent to the existing narrow right-of-way, displacement cannot be avoided. The following number of homes and businesses will be displaced by construction of the new highway:

24 Individuals or families
10 Businesses

2. Land Use

Again, in order to provide an adequate highway facility to accommodate present and future traffic

volumes, new right-of-way will have to be acquired. Approximately 92 acres of forest land will be cleared to provide room for the new highway.

The possible adverse effect of the clutter of numerous small businesses along our right-of-way has been given serious thought in regard to this project and we are currently considering the idea of providing scenic easements. These easements are narrow strips of land along our right-of-way that can be used to control advertising signs and the number and location of businesses. We cannot condemn for this type of property, since we cannot prove that it is necessary for construction of the project. Therefore, the scenic strips if they are used, will not be continuous, as some people will not sell their land for this type of use. Although these easements would help to preserve the environment by keeping the area adjacent to the Right-of-Way free of development and encroachments, it would have an adverse effect on small businesses that did try to develop along the project and therefore the benefits that would be derived are questionable.

3. Fish and Wildlife Resources

There could be some minor adverse environmental effect on fish or wildlife resources; however, the amount will not be substantial enough to cause any harm.

4. Vegetation Resources

Approximately 92 acres of trees will have to be cleared for this new highway facility, but it should have no adverse environmental effect on the area.

5. Water and Air Resources

There may be some slight adverse effects on water and air resources; however, they will not be enough to be considered significant.

6. Geologic Resources

There should be no adverse effects to geologic resources.

7. Transportation Systems

There should be no adverse environmental effect to any transportation systems.

8. Utility Systems

Although some utilities will have to be relocated, there should be no significant adverse environmental effect. The possibility of burying the power and telephone lines and thereby improving the aesthetics of the project was given some consideration, but was discarded because of the cost and problems involved. We have estimated that burying these lines could run into as much as 1/3 more cost for utility relocation. Also, to get all the lines along the project buried, we would have to disturb lines that were not really in conflict, but could not be left standing because otherwise the lines would be going from underground to aerial and back again. Since the power and telephone lines in this area have always been of the aerial type, we would not make the situation any worse by continuing to use the aerial type.

9. Forest Service Campground

The proposed highway project will require a strip along the northerly boundary of the site parallel and adjacent to U. S. Highway #2. This strip is timbered and the taking will slightly reduce the available camping space of Unit 17 of the developed units. Unit 17 will continue to be functional. The road approach into the campground will be reconstructed and paved. Loss of some timber screening is contemplated. No structural or other man-made improvements will be taken from the campground. Approximately 1 acre of the campground will be taken for construction of the new highway.

The proposed highway project will have curb and gutters set 50 feet right of centerline; however, construction limits may extend as far as 80 feet right. Only those trees which must be removed will be taken in the clearing. All efforts will be bent to preservation of the existing timber growth.

With the curb and gutter section installed as presently planned, there will still be 80 feet of clearance between the highway and the Hungry Horse Campground in the tightest section.

10. Hungry Horse Park

The proposed project will require a strip along the northerly boundary of the site parallel and adjacent to U. S. Highway #2. Park improvements (picnic tables) will be moved or replaced and no loss in available facilities will result. Parking will be available on both the

northerly and southerly boundaries. Approximately .5 acres of the park will be taken for construction of the new highway.

11. WILD AND SCENIC RIVER SYSTEM

A study is presently underway to determine the possibility of including the Flathead River in the Wild and Scenic River System. A great deal of work has already been done on this study in regard to scenic, archaeological, soil, fisheries and geologic inventories and water quality and hydrology. Coordination meetings have also been held with various agencies, among them the Montana Department of Highways, to eliminate or minimize conflicts that could arise as planning develops.

Since this project will not affect the Flathead River in any significant manner, we do not feel that there will be any environmental intrusion that might effect the river classification or management. Therefore, this project should not have any effect on the study, nor should it preclude the possibility of the river becoming part of the system.

If the River Route had been chosen as the recommended alignment, perhaps the project could have affected the classification because of the visual impact that would have occurred as a result of the highway being built adjacent to the river. However, the River Route Alternate was not selected.

C. ALTERNATIVES

1. Route Alternatives

Other routes could be used between Hungry Horse and West Glacier, but would adversely affect the surrounding area in the following ways:

- a. Leave the small communities, homes and businesses without an adequate highway facility.
- b. Leave many people unemployed, as they depend on tourist business generated by this highway.
- c. Involve the destruction of many trees through virgin forest land and could disrupt the wildlife habitat.

2. Martin City Alternates

Northwest of Martin City, two alternate locations were studied, the River Route and the Staked Route. These two alternates involve approximately 1.5 miles of the 10.8 mile project. They begin on the east side of Hungry Horse at Station 190 \pm and extend past Martin City to Station 270 \pm . Exhibits 27 through 29 on pages 183, 184, and 185 have been included to show the alignment, grade, construction limits, Right-of-way lines and other features of each alternate. Some of the items shown on the exhibits may change somewhat as design progresses.

The Staked Route, which has been chosen as the recommended alternate, generally follows the existing highway except where the alignment has been revised to eliminate several sharp and dangerous curves. Throughout the length of the alternate 13 houses and 3 businesses will be affected and require relocation. There are also 7 vacant shacks and sheds and 2 summer cabins that will be within the new right-of-way and have to be moved

or torn down. The locations, type, estimated supplemental housing payments and estimated moving costs are as follows:

Location	Type of Imps. in Taking	Est Supp. Housing Paymt.	Est Moving Costs	Estimated Incidental Costs	Tot Est Per Parcel
198+00 1	Shack & Shed (vacant)				---
203+00 rt.	2 old buildings (vacant)				----
211+00 1	House	\$5,000.00	\$ 300.00	\$ 100.00	\$5,400.00
214+00 1t.	Trailer House	2,000.00	400.00		2,400.00
214+50 1t.	House	8,000.00	500.00	100.00	8,600.00
215+40 rt.	Laundromat	---	500.00	--	500.00
216+10 rt.	House	10,000.00	400.00	100.00	10,500.00
215+50 1	Trailer House	2,000.00	400.00		2,400.00
217+00 1t.	Old House		100.00		100.00
217+00 rt.	Trailer House	2,000.00	400.00		2,400.00
224+90 1t.	Shack				---
225+00 rt.	House & Shop	8,000.00	400.00	100.00	8,500.00
227+20 1t.	Shack		100.00		100.00
228+30 rt.	House	8,000.00	300.00	100.00	8,400.00
233+00 1t.	Motel-6 Units		300.00		300.00
	Office		200.00		200.00
	House	8,000.00	300.00	100.00	8,400.00
	House ..	3,000.00	300.00		3,300.00
247+00 1t.	House	5,000.00	400.00	100.00	5,500.00
264+00 1t.	Motel-3Units		150.00		150.00
	House	5,000.00	400.00	100.00	5,500.00
	House	3,000.00	300.00		3,300.00
270+50 1t.	1 summer cabin		100.00		100.00
	1 summer cabin		100.00		100.00
		69,000.00	6,350.00	800.00	76,150.00

Approximately 38.78 acres of right-of-way will be required for this alternate. Of this, 6.63 acres are presently being used for the PTW (present traveled way) and 2.79 acres are U. S. Forest Service land. The cost estimate for this right-of-way is as follows:

Estimated value of Private Lands	=	187,140
" depreciation to remainder		36,000
" value of improvements in right-of-way	=	<u>228,700</u>

Total cost estimate for right-of-way = \$451,840

Three utility companies have facilities that will require relocation on this alternate. The companies are the Pacific Power and Light Company, Northwestern Telephone, and the Montana Power Company. The estimated cost for utility moves is \$44,700.

As indicated on the profile sheet in the exhibit section, two large cuts of from 40' to 50' will be required on this alternate. The first cut is located between Sta. 200 \pm and 208 \pm and the other is from Sta. 215 \pm to Sta. 223 \pm . These large cuts will make it difficult to provide proper access to Martin City since it would not be feasible to place any approaches within the limits of these cuts. However, 2 approaches will be provided, one at Sta. 213 \pm and another at Sta. 227 \pm . These approaches will tie into the present highway. The 2 large cuts will no doubt leave some type of scar that will be visible for a long time. Also, it will be necessary to clear some quite

heavily forested areas before construction can begin.
The estimated construction cost for this alternate is \$616,000.

The River Route is located north and west of Martin City on a plateau easterly and above the Flathead River. The alignment is generally parallel to the river and in some places would have provided a scenic view of the river.

This alternate would have required the relocation of 9 families and 2 businesses. Two old buildings and 2 summer cabins would also have been affected and would have had to have been torn down or moved.

Following is a breakdown of the relocation costs:

Location	Type of Imps. in Taking	Est Supp. Housing Paymt.	Est Moving Costs	Estimated Incidental Costs	Tot Est Per Parcel
197+00 lt.	2 old buildings				---
197+50 lt.	1 basement	\$10,000.00	\$ 400.00	\$ 100.00	\$10,500.00
	1 basement	10,000.00	400.00	100.00	10,500.00
201+00 rt.	3 Unit Apartment House	20,000.00	900.00	300.00	21,200.00
216+00 rt.	House	5,000.00	400.00	100.00	5,500.00
237+00 &	House	5,000.00	400.00	100.00	5,500.00
275+75 lt.	3 Unit Motel		300.00		300.00
	Dwelling	5,000.00	400.00	100.00	5,500.00
	Dwelling	10,000.00	340.00	100.00	10,440.00
270+50 lt.	1 Summer Cabin		100.00		100.00
	1 Summer Cabin		100.00		100.00
		65,000.00	3740.00	900.00	69,640.00

The total right-of-way required for this alternate would have been 41.09 acres, which includes 3.79 acres currently in use for the PTW and 13.79 acres of Forest Service land. Estimated cost for this right-of-way is as follows:

Estimated value of private land =	70,530
" depreciation to remainder =	40,000
" value of improvements =	<u>127,000</u>
	\$237,530

The same utility companies affected on the Staked Route would also be affected on this alternate. Estimated cost for the necessary utility relocations is \$13,800.

Two large cuts, which would have been essentially the same as those on the Staked Route, would have been required on this alignment. In addition, this alternate would have had several large fills, one of them about 60' high. This fill, between Sta. 217 \pm and Sta. 222 \pm would have been visible from the river and probably would have been an eyesore for those on float trips. Good approaches to Martin City could have been provided, although they would have had to have been considerably longer than those on the Staked Route. The amount of clearing of heavily forested land would have been significantly larger on this line. The estimated construction cost for this alternate is \$539,000.00.

The Geology Section of our Materials Bureau has made a review of the geologic conditions of the 2 alternates and has determined that there is very little difference between the two.

They have indicated that the large cuts on each line would be similar in regard to material and height and, therefore, the Staked Line would probably be the most desirable since it has smaller fills and the possibility of stability and settlement problems would be less. Both alternates would be on good foundation material consisting of bench gravels.

Following is a summarized cost comparison of the 2 alternates:

ITEM	Relocation	R/W	Utilities	Constr.	TOTAL
STAKED ROUTE	76,150	451,840	44,700	616,000	1,188,690
RIVER ROUTE	69,640	237,530	13,800	539,000	859,970

3. Alternates North of Coram

Three alternates were studied north of Coram, the West Alternate, the Staked Route, and the East Alternate. These 3 alternates start at Sta. 340 \pm and extend to Sta. 435, thereby involving approximately 1.8 miles of the project. Exhibits 30 through 36 show the alignment, grade, construction limits, right-of-way lines and other features for each alternate. The grades or alignment may change slightly as design progresses.

From Sta. 340 \pm to Sta. 370 \pm , all of the alternates are located west of the present highway with the West Alternate farthest away from U. S. 2 and the East Alternate the closest. Between Sta. 370 \pm and 390 \pm , all the alternates cross to the east side of the PTW and thereby eliminate a

bad curve on the present highway. All the alternates tie back into the PTW at Sta. 435+.

The West Alternate, which is the recommended alternate, will involve the relocation of one mobile home. Estimated supplemental housing payments are \$5000 and estimated moving costs are \$325 for a total of \$5325. No improvements would have been involved with the East Alternate. The Staked Route would have necessitated the following relocations:

[illegible]

The amount of Right-of-Way take and the estimated cost of the land and improvements for each alternate are as follows:

West Alternate

Acres:

Estimated Total acres in R/W	= 55.20 ac.
Minus P.T.W.	=(-) 3.58 ac.
Minus U.S. Forest Service.	=(-) <u>11.35 ac.</u>
Net	= 40.27 ac.

Cost:

Land	= \$120,810
Improvements	= \$ 12,000
Depreciation	= <u>\$ 50,000</u>
Total	= \$182,810

East Alternate

Acres:

Estimated - Total acres in R/W	= 63.03 ac.
Minus P.T.W..	=(-) 4.59 ac.
Minus U.S. Forest Service	=(-) 11.35 ac.
Net	= 47.09 ac.

Cost:

Land	= \$141,270
Improvements	= None
Depreciation	= <u>\$ 20,000</u>
Total	= \$161,270

Staked Route

Acres:

Estimated Total acres in R/W	= 65.43 ac.
Minus P.T.W.	=(-) 5.85 ac.
Minus U.S. Forest Service	=(-) <u>11.55 ac.</u>
Net	= 48.03

Cost:

Land	= \$144,090
Improvements	= \$147,600
Depreciation	= \$ <u>20,000</u>
Total	= \$311,690

The Montana Power Company, Northwestern Telephone, and the Pacific Power and Light Company would be involved with both the Staked Route and the East Alternate. The West Alternate would effect the Pacific Power and Light costs for utility moves on each alternate are as follows:

West Alternate	---	\$17,450
East Alternate	---	\$50,300
Staked Route	---	\$61,250

The geologic conditions of the 3 alternates are very similar. The basic differences are:

- 1) The East Alternate has 2 swampy areas to cross.
- 2) The Staked Route has 1 swampy area to cross.
- 3) The West Alternate has no swampy areas and therefore holds a slight advantage from this standpoint.

All three of the routes have essentially the same cut-fill conditions. Due to the fact that the differences are so slight, none of the alternates really has a decisive

advantage over the others.

The West Alternate and the East Alternate would involve clearing the greatest amount of trees.

The estimated construction cost for each alternate are as follows:

West Alternate	---	\$314,000
East Alternate	---	\$325,000
Staked Route	---	\$291,500

A summary of the total cost for each alternate is as follows:

ITEM	Relocation	R/W	Utilities	Constr.	TOTAL
West Alternate	\$5325	\$182,810	\$17,450	\$314,000	\$519,585
East Alternate	0	\$161,270	\$50,300	\$325,000	\$536,570
Staked Route	\$14,840	\$311,690	\$61,250	\$291,500	\$679,280

4. Route Modifications

Modifications to the route have been made by projecting away from some improvements.

5. Parks and Recreation Areas

Alternates were studied through Hungry Horse to try to eliminate involvement with the park areas. One alternate consisted of a couplet system, one-way traffic on either side of the park areas. This alternate would consist of a connection on the west end which would go through a Forest Service campground and a connection on the east end that would go through the Forest Service complex. As a result, this alternate was

discarded because of its adverse effect to the area.

Another alternate studied consisted of a four-lane highway without left turn bays. As this is an unsafe practice, because of the many left turns made by tourists unfamiliar with the community, this alternate was discarded.

The third alternate consisted of a four-lane highway with left turn bays, but would require a 20-foot strip from the park areas. This alternate was chosen and accepted by the community, if we improve a ball field and tennis court in place of the park area we acquire.

6. The Do-Nothing Alternative

The do-nothing alternative was considered, but not recommended, because of the drastic need for a new highway through this area.

The existing highway only has a 22-foot paved top and the alignment is very poor with numerous sharp, dangerous curves. Since this highway is a main route to and from Glacier National Park and carries a great deal of traffic, it certainly warrants reconstruction to provide a safer and more adequate highway..

D. RELATIONSHIP BETWEEN SHORT-TERM USES AND LONG-TERM PRODUCTIVITY

This area is primarily a tourist and recreation area which can be considered a long-term business. The many small businesses located along this route will probably be for short-time use because, as time goes by, they will gradually disappear or give way to newer and better facilities.

E. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

The land taken for right-of-way will result in the elimination of trees and forest land. This will also involve the taking of some homes and businesses, which can be relocated.

V. BENEFITS

A. COMMUNITY

This project will benefit the community by giving them a better transportation facility for their own personal use and aid in their economic activity by bringing more tourists.

B. STATE

This project will benefit the state by giving the tourists a better and safer highway which in turn will bring the same tourists back year after year. Tourists have to travel through Montana to reach Glacier National Park and will, therefore, aid the economy.

C. NATION

This project will be a benefit to the nation, as it will provide for safe travel for tourists from throughout the nation that may visit Glacier National Park.

VI. MEASURES TAKEN TO MINIMIZE HARM TO 4 (f) LANDS

A. MEASURES TO MINIMIZE HARM TO FOREST SERVICE COMPGROUND

Designers have attempted to complement the campground area by improving the common boundary between the highway and campground by delineation, improved roadway drainage, steepening slopes to preserve trees and vegetation, replanting trees near

the approach, provide a much safer approach, provide a border strip for pedestrian traffic and construct a four-lane highway for safer travel.

Other benefits will be the elimination of weed and trash collecting borrow pits, dust from the roadway shoulders and a more attractive entrance. The curb and gutter to be constructed will carry the roadway drainage channels and eliminate ponding and stagnation that is now present.

The Department of Highways has agreed to replant trees between Camping Unit 17 and the new highway facility. Furthermore, the department will build temporary detours during construction so that campers will not be inconvenienced and will have ready access to the camping area. While noise and dust may occasionally be unavoidable during construction, the contractor(s) will be required to exercise reasonable control and cooperate with the local residents to maintain tolerable conditions.

The Forest Service has indicated that the 3 items listed in exhibit No. 6 on page 159 will be adequate compensation for the small strip of campground that will be taken for highway right-of-way. The Montana Department of Highways will comply with the requirements as requested.

B. MEASURES TO MINIMIZE HARM TO HUNGRY HORSE PARK

County officials have been contacted regarding possible replacement of the land to be taken, and they favor improvement of existing parks in lieu of replacement. Their preference is to provide the necessary grading and surfacing for a double basketball court and a double tennis court. This can be accomplished either

by payment for the land taken and let the county contract the work, or include it in the roadway contract.

In addition, a delineation of the roadway-park boundary by a curb and gutter will eliminate ponding and mud along the road and give the remaining land a more attractive appearance. The border strip (area between the curb and the right-of-way line) will remain in public ownership and be available to the remaining park land after construction.

During construction, access will be available to the users, either directly or indirectly. Noise and dust will be reasonably controlled by the contractor while construction is in progress.

Exhibits 11 through 14 provide evidence of an agreement with the Flathead County Commissioners on compensation for the park land that will be taken for right-of-way. A description of the improvements and the general location is also provided in these exhibits.

VII. 4(F) DETERMINATION

Several alternate proposals have been considered in determining the most appropriate location and design of this project. They have been described in the Alternates Section of this statement. In reviewing the alternate proposals and pondering "line shifts", etc., the reader should keep in mind certain limiting conditions that control the alignments and designs of highway projects. These include cultural, economic, social, environmental and physical considerations that must be observed. In the following paragraphs these considerations are reviewed.

A. ECONOMIC CONSIDERATIONS

These considerations are twofold: availability of public funds to build the project and the economic impact within the project area. By-passing the business community of Hungry Horse would have a serious affect on this tourist dependent town. To by-pass would require new bridge construction, which would deplete available funds and subsequently defer construction of the contemplated project. Historically, reconstruction over an existing right-of-way and highway are ultimately more economical than new or virgin alignment.

B. CULTURAL AND SOCIAL CONSIDERATIONS

The community of Hungry Horse prefers the established route. This precludes the need to re-orient traffic and sustains local fire protection, mail, school and recreational patterns which would increase costs substantially. Displacement of people and businesses should be kept to a minimum.

C. ENVIRONMENTAL CONSIDERATIONS

To rebuild over the existing route eliminates disturbing or destroying the environment along a new alignment where pristine conditions are common and may exist. Aesthetically, the replacement of an obsolete, patched-up roadway will enhance the beauty and environment of Hungry Horse.

D. PHYSICAL CONSIDERATIONS

To utilize the existing bridge across the South Fork of the Flathead River and the main thoroughfare of Hungry Horse, imposes very restrictive horizontal control on designers of a modern four-lane highway. To re-route northerly could require

new bridge construction, relocation of people and damage the business community. To re-route southerly would require introducing additional curvature, and ultimately, lengthen the project.

E. DETERMINATION

It has, therefore, been determined by the State of Montana, Department of Highways, that there are no prudent and feasible alternatives to the taking of these public park lands for highway purposes. The chosen corridor is the least expensive, serves the traveling public and community best, does not require a significant amount of new right-of-way and has a minimal impact on the environment.

The proposed alignment and design of this highway project, within this corridor, has progressed, cognizant of the long-term and short-term needs of the people, the environment, and still provide a safe and efficient facility. There are several million acres of public land available for recreational use and development in this region. These sites are not especially unique, but exist primarily because of access from and benefit of the existing road.

VIII. COMMENTS FROM OTHER AGENCIES ON DRAFT ENVIRONMENTAL STATEMENT AND DRAFT 4 (F) SECTION DETERMINATION

Letters from other agencies containing their comments on the Draft Environmental Statement and Draft 4 (F) Section Determination are included as a part of this Final Statement. With each letter that had a comment or question, we have attached a discussion of the comment or an explanation where a discussion of the comment can be found in this statement. There were no letters indicating that any other major environmental issues should be considered or discussed.



MONTANA WATER RESOURCES BOARD

MONTANA HIGHWAY COMMISSION
RECEIVED
JUN -2 1971
HELENA, MONTANA

CAPITOL BUILDING
HELENA, MONTANA
59601

GOVERNOR ROBERT H. ANDERSON, CHAIRMAN

WILBUR WHITE, VICE CHAIRMAN AND SECRETARY
HOMER C. BAILEY, CORVALLIS
RILEY OSTBY, WOLF POINT

DOUGLAS G. SMITH, DIRECTOR, HELENA
EVERETT REDEEN, FORSYTH
JOSEPH B. REBER, HELENA

June 1, 1971

Mr. Lewis M. Chittim
State Highway Engineer
Montana Highway Department
Helena, Montana 59601

Dear Lew:

We have received your request for us to review your environmental consideration for the Hungry Horse - West Glacier Project. This has been turned over to our "Environmental Impact Committee" and will be reviewed by the various disciplines within the Montana Water Resources Board. Our review will be back to you by June 25, 1971.

We appreciate having the opportunity to examine your considerations.

Sincerely,

MONTANA WATER RESOURCES BOARD

Douglas G. Smith
Douglas G. Smith
Director

Handwritten routing slip with columns for various departments and a grid for tracking. Includes the text "RETURN TO M. & F. State Hwy. Engd." and "DGS/DM/nw".

Date Recd.	Preconst.	6-3-71	Initial	Attach	MAIL ROUTE	Info	Act
					30 GUP1 AMH		
					30 Field Design		
					30 Surveying Design		
					31 O. & E. Eng.		
					32 Water Res.		
					32 Land Use		
					32 East Region		
					34 Hydraulics		
					35 Traffic		
					35 Field Eng.		
					35 Surveying		
					35 Consultant Design		
					File		

The noted error will be corrected to indicate that the River Route follows the Flathead River.

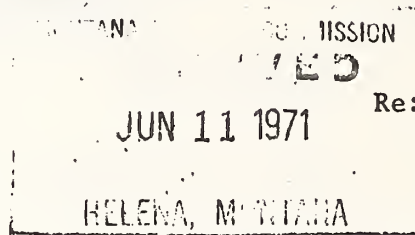
FLATHEAD COUNTY
BOARD OF COMMISSIONERS
KALISPELL, MONTANA

CLIFFORD E HAINES
WILLIAM H KNAPTON
JOE A DE LONG

P. O. Box 1000
June 10, 1971

GLENN E MILLHOUSE
CLERK

Montana Highway Commission
Helena
Montana



Re: 32-SCK
F-257 (16)
Hungry Horse -
West Glacier

Attention: Grover O. Powers, P. E.,
Preconstruction Engineer

Dear Mr. Powers:

In compliance with Public Law 91-190, Section 102 (2)(C) in regard to Hungry Horse West Glacier Project F-27 (16) our office has made a detailed study of the project regarding the environmental impact resulting from this construction. We believe the contents of this brochure are very factual and we would have no comments to make on any of the statements contained therein. We do have a few comments we wish to make regarding the alternate construction surveys which appear in a few areas within this project.

There are alternate alignments being studied near Martin City, and our office wishes to go on record as favoring the river route on this portion of the highway to be constructed.

Three alternate alignments are given for the section north east of Coram, and our offices favors the staked route as shown on the enclosed maps.

The reasons for our stating these choices are that we feel there will be less disturbance to the environment and especially the one near Martin City will eliminate a very dangerous situation as it now exists and will also be of considerable scenic value.

We have one further comment we would like to make and that is regarding the section which is from just east of Coram to West Glacier. In the brochure there are provisions made for a four lane highway but only two lanes are to be constructed under this proposed contract. It is our understanding that you are to acquire additional right of way within the scope of this contract for the additional two lanes to be constructed at a later time. We feel very definitely that this acquisition of sufficient area for a four lane highway should be acquired at the present time for the reason that the acquisition of rights of way seem to be raising in price and in the interest of economy we think that it should be made at this time.

June 10, 1971

We do hope our comments will be of benefit to you in your final decisions as to the alignment of this much need construction.

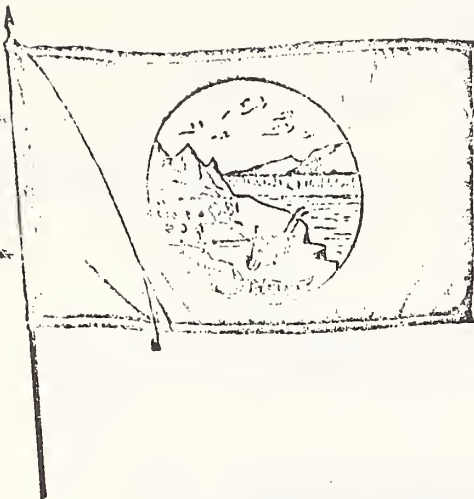
Sincerely yours,

BOARD OF COUNTY COMMISSIONERS

By Clifford E. Haines
Clifford E. Haines, Chairman

CEH:lf

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Helena, Montana

June 14, 1971

32-SCK

F 257 (16)
Hungry Horse-
West Glacier

Board of County Commissioners
Flathead County
Box 1000
Kalispell, Montana 59901

Gentlemen:

This is to acknowledge receipt of your letter of June 10, 1971 regarding the subject project.

Your constructive comments are appreciated and will certainly be considered in the final analysis.

Regarding your comment about four lane right-of-way; we do plan to secure four lane right-of-way all the way from Hungry Horse to West Glacier even though we will probably only be able to build two lanes for part of that distance.

Again, we thank you for your interest in the project.

Very truly yours,

LEWIS M. CHITTIM, P.E.,
STATE HIGHWAY ENGINEER

32-GOP:SCK:sp

cc: J.R. Beckert w/attach
B.C. Miller w/attach
Don Anderson w/attach
S.C. Kologi w/attach

BY

Grover O. Powers
Grover O. Powers, P.E.,
Preconstruction Engineer

GEORGE VUCANOVICH, CHAIRMAN

RE COFFEY

The preceding letter was sent to the Flathead County Commissioners in reply to their comments on the Draft Environmental Statement.

Since that letter was written, recommended alternates have been chosen for the project. In the vicinity of Martin City, the recommended alternate is the Staked Route. This alternate was chosen mainly on the basis of public opinion at the public hearing, which was strongly in favor of the Staked Route.

Northeast of Coram, the West Alternate was chosen as the recommended alternate. This recommendation was based on public opinion and also because the West Alternate was considered to be the most economical.

The above noted recommended alternates have been approved by the Montana Highway Commission, but as yet have not been submitted to the Federal Highway Administration for their consideration and approval.

As noted in the preceding letter, right-of-way for four-lane construction will be secured throughout the entire length of the project.

JUN 17 1971

SOIL CONSERVATION SERVICE

685 Sunset Blvd., Kalispell, Montana 59901

HELENA, MONTANA

June 14, 1971

Lewis M. Chittim, P.E.
State Highway Engineer
State Highway Commission
Helena, Montana 59601

RECEIVED	DATE	TIME	BY	INITIALS	REMARKS
STATE HIGHWAY ENGINEER	6-18-71				
CHIEF COUNSEL					
ASST. S.H.E. - CIVIL					
ACCOUNTING					
PLANNING SURVEY					
ASST. S.H.E. - ENGINEER					
BRIDGE					
PRECONSTRUCTION					
RIGHT OF WAY					
ASST. S.H.E. - OPER.					
CONSTRUCTION					
MAINTENANCE					
MATERIALS					
OTHER					

Dear Mr. Chittim:

This is in reply to your letter of May 27, 1971 regarding environmental statement on Hungry Horse-West Glacier highway project.

We wish to offer the following comments regarding the proposed road construction:

1. Every effort should be made to hold cut and fill sections to a minimum since these have a detrimental affect to the esthetic values of the area. By holding cuts and fills to a minimum revegetation of disturbed areas is simplified.
2. Slopes on cut and fill sections and all disturbed areas should be gentle enough to assure proper establishment of vegetation and prevention of erosion.
3. Top soil should be stock piled for placement on cut and fill slopes and other disturbed areas to assure proper establishment of revegetation.
4. Non erosive grades on construction areas and necessary structures should be installed to prevent erosion.
5. In revegetation on slopes, borrow areas, etc., use native varieties wherever possible.
6. Abandoned sections of road should be prepared for revegetation and included as part of the construction and revegetation programs.

Very truly yours,

L. Osburnsen

L. Osburnsen, Area Conservationist

Lewis P. Fuller

Lewis Fuller, District Conservationist

cc: A. B. Linford

RECEIVED	DATE	TIME	BY	INITIALS	REMARKS
STATE HIGHWAY ENGINEER	6-18-71				
CHIEF COUNSEL					
ASST. S.H.E. - CIVIL					
ACCOUNTING					
PLANNING SURVEY					
ASST. S.H.E. - ENGINEER					
BRIDGE					
PRECONSTRUCTION					
RIGHT OF WAY					
ASST. S.H.E. - OPER.					
CONSTRUCTION					
MAINTENANCE					
MATERIALS					
OTHER					

We have the following comments to offer in regard to the items that were presented by the U.S. Department of Agriculture, Soil Conservation Service:

- (1) Efforts will be made to hold cut and fill sections to a minimum. This is a general practice of the Department of Highways because of the fact that the less earthwork involved with a project, the less it will cost for construction. However, due to our limitations on steepness of grades and the rugged terrain on this project, it is inevitable that there will have to be numerous cut and fill sections.
- (2) For most of this project, the steepest slope will be 2:1. From past experience, we have determined that this slope is gentle enough for the re-establishment of vegetation. There may be some minor erosion while the slope is bare, but once the vegetation is established, this will be negligible. There will be some areas in the project where rock cuts are encountered. These slopes will be considerably steeper than 2:1, however, we do not try to establish vegetation on the rocky areas.
- (3) It is the general practice of the Montana Department of Highways to stockpile topsoil and replace it on cut and fill slopes.
- (4) Erosion control features such as embankment protectors, bituminous curbing, and adequate drainage facilities will be incorporated into the design of this project.

- (5) In general, the Department of Highways attempts to revegetate roadside areas with native varieties; however, this is not always possible due to the non-availability of native grass seeds. For this project, the main grasses we will use to revegetate will be Kentucky Bluegrass, Smooth Brome and Hard Fescue.
- (6) Those sections of the abandoned road that are not required for access will be obliterated and restored to their original condition and then reseeded.

STATE OF MONTANA

DEPARTMENT OF

FISH AND GAME

Helena, Montana 59601
June 23, 1971

Mr. Lewis M. Chittim
State Highway Engineer
Montana Highway Department
Helena, Montana 59601

Attention: Mr. Grover O. Powers

Dear Lew:

We have reviewed the Environmental Impact Statement for project F-257(16), Hungry Horse-West Glacier.

Listed below are our comments on the above subject:

The proposed highway changes from Hungry Horse to West Glacier do not appear to have an adverse effect on the game populations in the area. This road does not bisect a critical winter range where game may be highly concentrated.

The four lane road will make passage more difficult for animals crossing the right-of-way. During spring, summer and fall there are deer, elk and moose in the area and occasionally grizzly bear -- possibly a higher highway mortality on deer could be expected.

Destruction of bird habitat, especially waterfowl, will result if the staked line or the east alternate is chosen for the area just east of Coram (photo sheet 2 of 4).

The considerations in V-A-3, the alternate west near the river just northwest of Martin City can add some quality scenic vistas. An access for anglers to the river will be readily developed if an off-the-road parking width is left west of the road and north of Abbott Creek.

Sincerely,

FRANK H. DUNKLE
STATE FISH AND GAME DIRECTOR

By *Ralph W. Boland*
RALPH W. BOLAND, ASSISTANT CHIEF
ENVIRONMENTAL RESOURCES DIVISION

RWB/sd

cc: Robert Schumacher

Northeast of Coram the West Alternate was chosen as the recommended alignment and this in agreement with the Department of Fish and Game, as it will cause minimum bird habitat destruction.

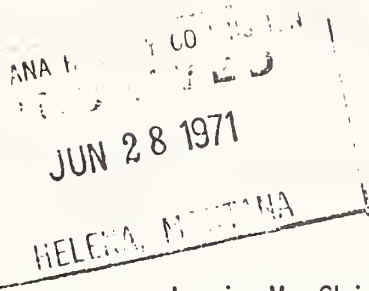
Northwest of Martin City, the Staked Route was chosen as the recommended alternate and this line is not near enough to the river to necessitate parking for fishermen.

The fact that a higher highway mortality on deer could be expected has been mentioned.

ENVIRONMENTAL PROTECTION AGENCY

REGION VIII
FEDERAL OFFICE BUILDING
19TH AND STOUT STREETS
DENVER, COLORADO 80202

June 23, 1971



Lewis M. Chittim, P.E.
State Highway Engineer
Montana Highway Commission
Helena, Montana 59601

Dear Mr. Chittim:

We are currently reviewing the Draft Environmental Impact Statement for F-257 (16) Hungry Horse - West Glacier and will shortly forward you our comments.

Unfortunately our comments will not meet your June 27 deadline. We did not receive the Statement until June 7 since it had been sent to the old Federal Water Quality Administration office in Portland, Oregon.

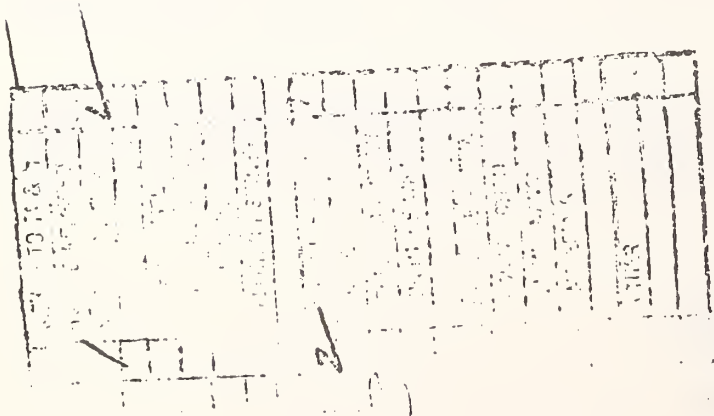
Several Federal environmental programs were combined in the new Environmental Protection Agency on December 2, 1970. Programs involved in this transfer of functions included the former Water Quality Administration of the Department of the Interior; the former National Air Pollution Control Administration of the Department of Health, Education, and Welfare; the former Bureaus of Solid Waste Management, Water Hygiene, and Radiological Health from the Department of Health, Education, and Welfare; as well as Pesticides programs from several Federal Government agencies. We shall appreciate having you direct environmental impact statements to this office which were formerly addressed to any of the above-named agencies.

Hopefully our comments will arrive in time to assist you in the preparation of the Final Statement. We are looking forward to working with you in the future.

Sincerely yours,

A large, stylized handwritten signature in dark ink, appearing to read "D. Dubois".

Donald P. Dubois
Interim Regional Coordinator



As has been indicated previously, the Staked Route was chosen as the recommended alternate and this line will not encroach on the Flathead River Flood Plain.

Sections V-A and B in the statement have been revised and the environmental impacts and adverse effects mentioned in the letter from the Department of the Army have been quantified.

MONTANA WATER RESOURCES BOARD

COMMENTS OF THE HUNGRY HORSE - WEST GLACIER ROAD PROJECT

We are glad that the Montana Highway Department is building a new highway through this section of the state. It is certainly what motorists have been needing for some time. We do have some comments on how you may improve the quality of the project and your Environmental Impact Statement.

Proceeding in the order that you have in your impact statement, our first comment comes on the section entitled "Physiography and Geology." Our comment here is that you specifically say geology in the paragraph title yet you do not say anything about geology in the paragraph. It seems like you are confusing soils with geology.

In the back, in the section entitled "Alternatives," you ask us which route we prefer. The Environmental Impact Committee of the Montana Water Resources Board prefers the River Route near Martin City. The benefits to this route obviously outweigh the benefits of the Staked Route. This route would give the traveler an opportunity to see the Flathead River and give the fishermen better access to the river. Perhaps you should figure on the fishing by providing adequate parking space on the side of the road. In the sentence that starts off with the "Staked Route," you say that this route would require clearing of more trees, giving poor access to Martin City and relocating many homes. We cannot quite see this. It seems to us that the river route would require cutting more trees and relocating fewer homes. We have not walked the ground, so it is not possible for us to make an accurate judgement.

The Staked Route, northeast of Coram in our opinion, is the preferred route. This route, where it may be inconveniencing more motorists for a while, it would certainly be easier on the environment and give a much more pleasing effect to the travelers, than the other two routes would. This route may wipe out some existing buildings, but we think that this is a small sacrifice.

The existing road from West Glacier to Hungry Horse does have some minor roadside rest areas. Will these rest areas be obliterated by this new highway? What plans do you have for rebuilding these roadside parks? Your statement did not mention anything about roadside parks. Perhaps there is no need for you to build any roadside parks due to the Forest Service roadside park, but if there is some pre-existing roadside parks that the Highway Department built, they should be mentioned in this impact statement.

We also think that areas of the park within the city limits of Hungry Horse should be rehabilitated to the point of bringing it back up to the quality that it was before the road installation. This would include reseedling and relocation of the baseball field.

In regard to the Water Resources Board's comments about geology, we have revised the "Physiography and Geology" Section to contain some information about the geology of the area.

The third paragraph of the Water Board's comments refers to a sentence in the Draft Statement that starts off with "The Staked Route". Essentially, the sentence is correct, however, the part concerning clearing of more trees may be questionable and it has been revised.

The recommended alternates have been previously indicated.

We are not aware of any minor roadside rest areas along the existing highway. If there is, they are not official rest areas and will be obliterated when the new highway is built.

A portion of the Hungry Horse Park will be taken for construction of the new highway. The information relative to this taking and the impact upon the park is discussed in Section II, Section IV-B, 9 and 10, and Section VII.

The Staked Route was chosen as the recommended alternate.

MONTANA HIGHWAY COMMISSION
 RECEIVED
 JUL 7 1971
 HELENA, MONTANA

F-257 (16)
Hungry Horse -
West Glacier

In response to your request for my comments from my office;

Sincerely,

N. C. Beal.

Neil J. Boyd, Postmaster

Date Recd. Preconst. <u>7-15-71</u>			
Act	Info	MAIL ROUTE	Attach Initial
		30 Civil Eng	
		30 Arch Design	
		30 Mechanical Design	
		30 Electrical Design	
		30 Foundation	
		30 Structural	
		30 Data Region	
		30 Materials	
		30	
		30	
		30	
		30 Consultant Design	
		File	

RECEIVED	CHIEF COUNSEL
MAY 21 1964	ASST. S. H. L. L. L.
STATE DEPT. OF	ACCOUNTING
	PLANNING
	ASST. S. H. L. L. L.
	REFUSE
	PROSECUTION
	EIGHT COUNCIL
	ASST. S. H. L. L. L.
	CONSTRUCTION
	MANAGEMENT
	MATERIALS
	OTHER

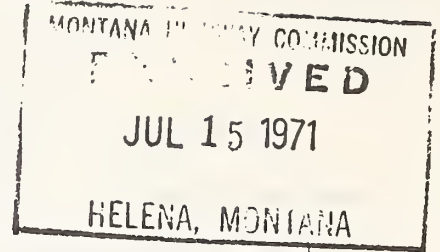
Whether or not a new highway is to be constructed as a two or four-lane facility depends on the amount of traffic that is expected during the design year, which is 20 years after it is built. The present average daily traffic is somewhere in the vicinity of 3000-3500 vehicles and the 1994 traffic count is expected to be approximately 8000 vehicles per day. The main reason for this large amount of traffic is because this highway is one of the main routes to Glacier National Park. Generally, when the traffic count approaches the 4500-5000 range, we began to consider a four-lane highways. So, with an expected ADT of 8000, this new highway definitely warrants four lanes.

The possibility of pedestrian crosswalks and safety flashers is presently being investigated and will be considered in the final design of this project.

The recommended alternates have been previously indicated.

ENVIRONMENTAL PROTECTION AGENCY

REGION VIII
FEDERAL OFFICE BUILDING
19TH AND STOUT STREETS
DENVER, COLORADO 80202
July 7, 1971



Lewis M. Chittim, P.E.
State Highway Engineer
Montana Highway Commission
Helena, Montana 59601

Dear Mr. Chittim:

We have reviewed the Draft Environmental Impact Statement for Project F-257 (16), Hungry Horse - West Glacier.

In our opinion the Statement could be improved considerably by consideration of the following:

1. The pollution of streams during construction is a potential problem since the soils are primarily easily erodible glacial tills. The methods to be used to prevent erosion and resulting siltation problems during and after construction should be described.
2. The use of sand and/or salt during the winter for snow control on the highway could also lead to pollution of the Flathead River, especially along the River Route.
3. The possible effects of construction on ground water should be discussed.
4. The controls to be used to meet the Montana Air Quality Standards (especially the "fugitive dust" standard) during construction should be mentioned. If an asphalt surface is to be used, the measures to control batch plant emissions should also be discussed.
5. A more thorough discussion of the storm drainage system to include details of where and how the drainage is to be dumped. If done improperly, vector control problems could result in addition to creating an unattractive area.
6. One possible adverse effect which was not mentioned was that the creation of a strip of small businesses along the right-of-way along with the usual clutter of billboards and litter could result in a very unappealing

2 - Mr. Lewis M. Chittim

stretch of highway. A certain safety hazard might also exist since there will be no controlled access.

7. Mention should be made whether or not local groups were consulted in the planning stages of the project, and if there were any objections to the project.

We have appreciated the opportunity to review this Draft Statement. If there are any questions concerning the comments, please advise.

Sincerely yours,

Donald P. Dubois
Acting Regional Administrator

[illegible]

We have the following comments to offer in regard to the items mentions by the Environmental Protection Agency:

- (1) Refer to pages 18-21 for the methods that will be used to keep water pollution to a minimum.
- (2) Refer to page 22 for information regarding winter-time sanding and salting operations.
- (3) We do not expect the construction of this project to have any effect on ground water as stated on page 23.
- (4) Refer to pages 21-22 for the methods that will be used to keep air pollution to a minimum.
- (5) The storm drainage systems are described on page 23.
- (6) The possible adverse effect of the clutter of numerous small businesses along our right-of-way has been given serious consideration in regard to this project. One possible method that is being considered for controlling this problem is the provision of scenic easements. These are discussed in Section IV-B-2 on page 25.
- (7) The County Commissioners of Flathead County were consulted concerning the alignment of the project and the park in Hungry Horse. Also, several public meetings were held to inform and obtain comments from the public in regard to the Hungry Horse Park.

The project was presented to the Highway Joint Development Council on October 23, 1968. This meeting was held to inform other interested agencies

and groups and obtain their comments. Two public hearings have been held, the first on January 8, 1969 and the second on September 1, 1971.

As far as we know, there are no major objections to the idea of building the project. There have been objections to certain items, such as the alternate alignment locations.

R-1



	REILLY	
	JACK	
	SUNNY	
	MARY	
	BETTY	
	LUCY	
	FLORENCE KELLEY	
	ASST. S.H.E. : CHAMBERLAIN	
	ROGER	
	PRODUCTION	
	RIGHT OF WAY	
	ASST. S.H.E. : GORDON	
	CORSON	
	ARMSTRONG	
	PATTON	
	OLIVER	



MONTANA HIGHWAY COMMISSION

HELENA, MONTANA 59601

LEWIS M. CHITTM
STATE HIGHWAY ENGINEER

32-SCK

July 30, 1971

IN REPLY REFER TO

F 257 (16)
Hungry Horse-West
Glacier
F.S. Ref: 1920

United States Department of
Agriculture
Forest Service
Regional Forester
Missoula, Montana 59801

Dear Sirs:

This is in reply to your letter of July 22, 1971, commenting on our Draft Environmental Statement for our proposed highway reconstruction between Hungry Horse and West Glacier.

Regarding your comment Number One, we will give consideration to providing left turn bays for high volume left turn movements.

Regarding your comment Number Two, in the final statement, we will use the wording you have suggested.

Regarding your comment Number Three, in the final statement, we will indicate that the vegetation is primarily Lodgepole Pine.

Your comment Number Four indicates that the key to impact on vegetation resources and aesthetics will be whether the construction limits are too far from the established roadway. We appreciate your concern over this matter, but we are not sure if we know exactly how far is too far. Any recommendations you can furnish will be appreciated.

(con't)

GEORGE VUCANOVICH, CHAIRMAN
HELENA

H. S. HANSON, VICE CHAIRMAN
BUTTE

G. R. COONEY
HELENA

WILLIAM M. KESSNER
BUTTE

R. E. COFFEY
WOLF POINT

JOHN D. WHEELER, SECRETARY
HELENA


Page 2

July 30, 1971

Your comment Number Five requests further information about our planned spreading of storm drain water. We have not yet completed our storm drain and outfall design, but you will have the opportunity to review the completed design before the project is let to contract. Also, you question how our slash will be disposed of. As you have considerably more expertise in this field than we do, we will appreciate any recommendation you might care to offer, regarding your preferred method of slash disposal.

Very truly yours,

LEWIS M. CHITTIM, P.E.,
STATE HIGHWAY ENGINEER

BY 
Grover O. Powers, P.E.,
Preconstruction Engineer

32-GOP:SCK:sp

cc: J.R. Beckert w/attach
 I.B. Jensen w/attach
 B.C. Miller w/attach
 J.J. Keithley w/attach
 S.C. Kologi w/attach

The preceding letter was sent to the Forest Service in regard to their comments on the draft environmental statement. We also have the following comments in regard to items 4 and 5.

- (4) The distance the construction limits are from the roadway depends on the depth of cut and height of fill this is encountered. As we have noted previously, we try to hold these cuts and fills to a minimum as it reduces the earthwork quantities. Therefore, by doing this, we are essentially holding the construction limits in as close as possible.
- (5) Our plans in regard to spreading out the water from the storm drain system are to provide a layer of riprap at the outlet of the system. This riprap will be placed such that it will slow the velocity of the water, spread it out and allow the silt and sand to settle out.

The slash resulting from clearing the construction limits will probably be burned. Before this can be done, the contractor shall have applied for and received a permit from the Director of the Division of Air Pollution Control and Industrial Hygiene, Montana State Department of Health. This permit will stipulate in writing the conditions under which the material can be burned. The contractor shall, furthermore, comply with other applicable laws and ordinances relating to this matter.

DEPARTMENT OF PLANNING AND ECONOMIC DEVELOPMENT

October 19, 1971

OFFICES:
1716 NINTH AVENUE
406 449-2400

F 217 (16)

Hungry Horse - West Glen

Dear Mr. Powers:

We have reviewed the attached Section 4(F) Determination and concur with the Flathead County Board of Commissioners' views regarding a replacement site.

Sincerely yours,

Harold M. Price
Director, Community Development Division

HHP/dp

end.

FORREST H. ANDERSON
GOVERNOR

FLORY F. ROYS
CHAIRMAN AND
EXECUTIVE DIRECTOR

ROSS W. CANNON
HELENA

FRANK CRISAFULLI
GLENDIVE

DALE C. HAWKINS
EILLINGS

W. L. BILL HOLTZ
GRAND FALLS

JOHN RUFFATO
MISSOULA[illegible]

United States Department of the Interior
BUREAU OF RECLAMATION
REGIONAL OFFICE, REGION 1
BOX 8008
BOISE, IDAHO 83707

IN REPLY
REFR TO: 730

-BOISE, IDAHO 83707

007 1.9 291

MONTANA HIGHWAY COMMISSION
 RECEIVED
 OCT 20 1971

PIÙ CHE, MORTALE

Mr. Lewis M. Chittim
State Highway Engineer
Montana Highway Commission
Helena, Montana 59601

Dear Mr. Chittin:

In response to your letter of October 12, 1971, we have no objection to either the Draft Environmental Statement or the proposal to use part of a city park in Hungry Horse for realignment of U. S. Highway 2.

Thank you for the opportunity of receiving this proposal.

Sincerely,

Norman H. Moore

Acting Regional Director
for the

Date Recd. Preconst. <u>12-1-91</u>			
Ref	Info	MAIL ROUTE	Attach
		20 C&P - RWH	
		22 Tech Section	
		24 Engineering Section	
		25 Office Engineers	
		27 West Region	
		28 Contractors	
		33 East Region	
		34 Hydraulic	
		35 Home	
		37 Fuel Handling	
		38 Fuel Room	
		40 Construction Section	
		Free	

[illegible]

SOIL CONSERVATION SERVICE

and 58601
MONTANA HIGHWAY COMMISSION
RECEIVED November 17, 1971
NOV 24 1971
HELENA, MONTANA

Date Recd. Present		12-1-71	
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Region One, Missoula, Montana 59801

RECEIVED
NOV 22 1971
NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

STEVE YURICH
Regional Forester

[illegible]

SHIFT COMMISSION

2

B



DEPARTMENT OF THE ARMY
SEATTLE DISTRICT, CORPS OF ENGINEERS

~~1510~~ ALASKAN WAY SOUTH

MONTANA HIGHWAY COM SEATTLE WASHINGTON 98134

RECEIVED

NPSEN-PL-ER NOV 22 1971

REFUGIA. MONTANA

Lewis M. Chittim, P.E.
State Highway Engineer
Montana Highway Commission
Helena, Montana 59601

Dear Sir:

We submit the following comments concerning F-257(16) Hungry Horse-West Glacier and your Section 4(f) Determination for the Hungry Horse city park.

Maps, photographs, drawings and an expanded verbal description of the area and the proposed project are needed with the Section 4(f) statement to allow proper assessment of the proposed project. It appears that the proposed project adjacent to the Hungry Horse city park may have no impact involving Corps of Engineers jurisdiction. However, an accurate assessment cannot be made from the material provided.

Thank you for the opportunity to comment.

Sincerely yours,

Fred B. Allen

FRED H. WEBER
ASST. CHIEF, ENGINEERING DIVISION

[illegible]

This final environmental/4(f) statement contains an expanded verbal description of the 4(f) involvement and additional maps, photographs and letters of information have been included. Refer to the exhibit section for this additional information.

E
4(f)

Helena, Montana 59601

May 10, 1972

F 257(16) PE
Hungry Horse - West Glacier
Ref: 62 - KLN

Flathead County
Board of Commissioners
Kalispell, Montana 59901

Gentlemen:

Transmitted herewith is the Department of Fish and Games reply to our Draft Section 4(f) Determination. They are in agreement with the planning in so far as the usage of County Park lands for roadway purposes, however, they feel that in order to satisfy Section 4(f) requirements and Department of Transportation Act, it will be necessary that the playground facilities constructed with monies obtained from usage of said land be available to the general public at all reasonable times. If the improvements are placed on school property, can we be sure that the public will have reasonable access thereto? If so, may we have your letter so stating which will become a part of the final Section 4(f) Determination.

Thank you for your cooperation.

Sincerely yours,

H. J. ANDERSON
Director of Highways

By Robert E. Champion, P.E.
Supervisor - R/W Section

REC:LA:sb
Enclosure

SCHOOL DISTRICT NUMBER SIX

COLUMBIA FALLS, MONTANA 59912

MONTANA'S LARGEST SCHOOL DISTRICT STRETCHING FROM
CANADIAN BOUNDARY INTO BOB MARSHALL WILDERNESS.
AND INCLUDING HALF OF GLACIER NATIONAL PARK AND THE
NORTHEAST PORTION OF FLATHEAD VALLEY

OFFICE OF THE SUPERINTENDENT
TELEPHONE (406) 892-4321

June 7, 1972

H. J. Anderson
Director of Highways
Montana Highway Commission
Helena, Montana 59601

Attn. Robert E. Champion, PE. Supervisor R/W Section

Re.: F 257 (16 PE
Hungry Horse -
West Glacier
Ref: 62 - MLN

Dear Sir,

Reasonable use of the playground facilities at Hungry Horse
would not only be permitted but encouraged.

For clarification purposes "reasonable use" will be interpreted
as any activity or activities that would not be detrimental to
the learning process of the students served by that school.
"Reasonable use" would be interpreted by the Board of Trustees
of School District Six.

Yours truly,

R. J. Souhrada

R. J. Souhrada, Superintendent
Columbia Falls School District Six

RJS:ca

Date Rec'd		JUN 8 1972	
Act	Info	RAW SECTION	Init
		MAIL ROUTE	
		60 Supervisor	
		61 S. S. S. S.	
		62 S. S. S. S.	
		63 S. S. S. S.	
		64 S. S. S. S.	
		65 Utilities	
		66 Land Records	
		67 A Supvr.	
Gen		FILE	Proj.
Par.			Util.

cc: Knapton, Shafer, Chairman of the Board, file (agreements)

COLUMBIA FALLS HIGH SCHOOL ... COLUMBIA FALLS JUNIOR HIGH
GRADE SCHOOLS IN COLUMBIA FALLS, CORAM, ESSEX, HUNGRY HORSE, MARTIN CITY AND WEST GLACIER

The two preceding letters pertain to public use of the school facilities that will be upgraded in conjunction with this project. The first letter was sent to the involved school district requesting their comments on public use of the improved facilities. The second letter is the reply from the school district in which they imply that the public will be allowed reasonable use of the playground facilities.

These letters answer the questions brought out in the comment from the Montana Fish and Game Department.

RECEIVED

APR 25 1972

FORREST H. ANDERSON
GOVERNOR

MONTANA HIGHWAY COMMISSION

April 18, 1972

H. J. ANDERSON
DIRECTOR OF HIGHWAYS
IN REPLY REFER TO

F 257(16)P.E.
Hungry Horse - West Glacier
Section 4(f) Determination

Bureau of Land Management
P. O. Box 1524
Billings, Montana 59103

Gentlemen:

In accordance with Public Law 91-190, Section 102(2)(C), the Montana Highway Commission has prepared a Draft Section 4(f) Determination for the subject project. The Draft Environmental Statement was circulated on May 27, 1971, and this report should become a part thereof.

The 4(f) Determination had been previously submitted on October 6, 1971 but did not meet Federal Highway Administration approval either as to content or format. The issue you are now reviewing has met both criteria.

Under the provisions of Public Law 91-190, it is requested that your agency review the attached determination and furnish this office your comments within 30 days from the date of this letter. Cooperating agency comments will become a part of the combined Final Environmental Statement and Section 4(f) Determination.

Your cooperation will be appreciated.

Sincerely yours,

H. J. ANDERSON
Director of Highways

32-GOP:MLN:sb

Your letter has been forwarded to our State Office for review. Their address is: Bureau of Land Management, State Office, Montana, Federal Office Building, 316 N. 26th St., Billings, Montana 59101.

By Grover O. Powers
4/26/72 Grover O. Powers, P.E.
Preconstruction Engineer

GEORGE VUCANOVICH, CHAIRMAN
HELENA

H. S. HANSON, VICE CHAIRMAN

G. R. COONEY

WILLIAM H. KESSNER

R. L. COFFEY

JOHN D. WHEELER, SECRETARY

STATE OF
MONTANA

DEPARTMENT OF PLANNING AND ECONOMIC DEVELOPMENT

MAIL:
CAPITOL STATION
HELENA 59601

OFFICES:
1716 NINTH AVENUE
406 449-2400

April 26, 1972

MONTANA HIGHWAY COMMISSION

RECEIVED

APR 27 1972

HELENA, MONTANA

Mr. Grover O. Powers
Preconstruction Engineer
Montana Highway Commission
Capitol Station
Helena, Montana 59601

RE: F 257 (16) P.E.
Hungry Horse - West Glacier
Section 4(f) Determination

Dear Mr. Powers:

The State Clearinghouse has reviewed the project noted above and we agree that improvement and widening of the existing right-of-way will minimize the project's impact on the environment. We agree too that maintenance of U.S. Highway No. 2 along its established route should also serve to preserve the economic stability of the town.

For these reasons the Department of Planning and Economic Development approves of the Highway Commission's route selection for that portion of U.S. Highway No. 2 which passes through Hungry Horse, Montana.

Sincerely,



Harold M. Price, Director
Community Development Division

HMP/WRD/hh

COMMISSIONERS

FORREST H. ANDERSON
GOVERNOR

PERRY F. ROYS
CHAIRMAN AND
EXECUTIVE DIRECTOR

ROSS W. CANNON
HELENA

FRANK CRISAFULLI
GLENDALE

DALE C. HAWKINS
BILLINGS

W. L. BILL HOLTER
GREAT FALLS

JOHN RUFFATTO
MISSOULA

Date Recd. Preconst. 4-27-72	MAIL ROUTE	30 East Region	31 West Region	32 East Region	33 West Region	34 Hydraulic	35 H. H. S.	36 Hearing	37 Roads	38 Consultant Design	File	RETURN TO W. H. H.	MAY BE RETURNED TO DIRECTOR	CENTRALIZED SERVICES	ACCOUNTING	DATA PROCESSING	PLANNING & RESEARCH	ENGINEERING	PRECONSTRUCTION	BRIDGE	CONSTRUCTION	MATERIALS	RIGHT-OF-WAY	DESIGN & CONSTRUCTION	TRUCK	MAINTENANCE	NOTES & COR.	REVISIONS	OTHER
	MAIL ROUTE	30 East Region	31 West Region	32 East Region	33 West Region	34 Hydraulic	35 H. H. S.	36 Hearing	37 Roads	38 Consultant Design	File	RETURN TO W. H. H.	MAY BE RETURNED TO DIRECTOR	CENTRALIZED SERVICES	ACCOUNTING	DATA PROCESSING	PLANNING & RESEARCH	ENGINEERING	PRECONSTRUCTION	BRIDGE	CONSTRUCTION	MATERIALS	RIGHT-OF-WAY	DESIGN & CONSTRUCTION	TRUCK	MAINTENANCE	NOTES & COR.	REVISIONS	OTHER

STATE OF MONTANA

DEPARTMENT OF

FISH AND GAME

Helena, Montana
May 2, 1972

Re F 257(16) P.E.
Hungry Horse-West Glacier
Section 4(f) Determination

Mr. H. J. Anderson
Director of Highways
Capitol Post Office
Helena, Montana

Dear Mr. Anderson:

You have asked that we respond to your letter concerning the Section 4(f) determination in Hungry Horse.

I would like to reiterate the information provided in our letter to you of December 15th which states that we feel that if the county commissioners wished to accept payment for the park land taken for highway purposes and provide recreation facilities at the school, their request should be honored. However, I think we should insist that the facilities provided be for public use throughout the summer and should not be locked up or maintained for school purposes only. Such a development would be considered adequate provision under the Section 4(f) determination only if it is open for public use at all reasonable times.

Sincerely,

DON L. BROWN
FISH AND GAME DIRECTOR

Wes Woodgerd

By: Wesley R. Woodgerd, Chief
Recreation and Parks Division

As has been indicated previously, the recreation facilities that are to be developed at the school will be open to reasonable use by the public.



DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
FEDERAL BUILDING, 19th AND STOUT STREETS
DENVER, COLORADO 80202

May 8, 1972

REGION VIII

IN REPLY REFER TO:

8M

Mr. H. J. Anderson
Director of Highways
Montana Highway Commission
Helena, Montana 59601

Dear Mr. Anderson:

Subject: Comments on the supplemental document to the Draft
Environmental Impact Statement relative to F257 (16)
Hungry Horse-West Glacier Section 4 (F) Determination.

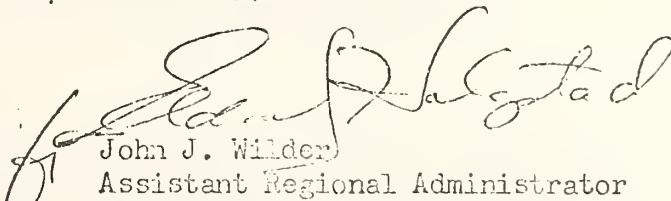
We have reviewed the subject document which was transmitted to us
under a cover letter from Mr. Grover O. Powers, P.E., dated April
18, 1972.

The general information submitted provides sufficient data concerning
the impact of the proposed project on the environment to enable us
to evaluate this aspect of the project. As you know, HUD is primarily
concerned with (1) the effect of a proposed action on the environment
and (2) the consistency of such action with the comprehensive planning
for the area.

Our review has revealed no basis for reservations or comments with
regard to any adverse impact which this project may have on the area.

If you have any questions on the above comments, please do not hesitate
to contact us.

Sincerely,


John J. Wilder
Assistant Regional Administrator
Community Planning and Management

5-12-72



DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

ADDRESS REPLY TO:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
618 SECOND AVE.
SEATTLE, WASH. 98104
3271
Ser 369
14 May 1972

Montana Highway Commission
Attn: Mr. Grover O. Powers, P.E.
Preconstruction Engineer
State Capitol Building
Helena, Montana 59601

Re: Your file F257-(16)P.E.
Hungry Horse-West Glacier
Section 4(f) Determination

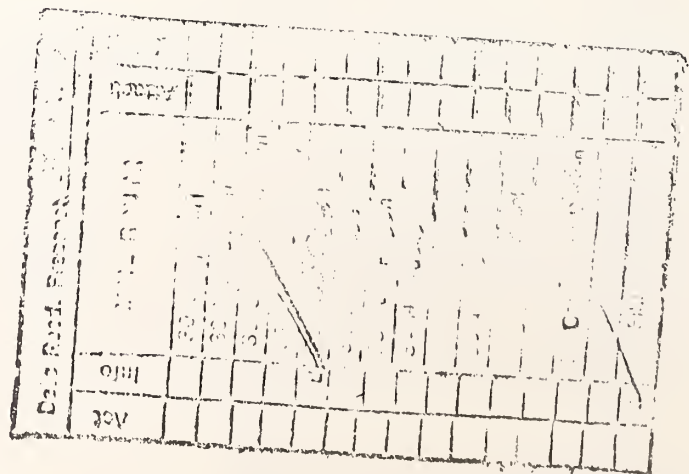
Gentlemen:

A review has been made of your Draft Section 4(f) Determination for a portion of highway project in Hungry Horse, Montana. Neither the Flathead River or the South Fork of Flathead River are classified as navigable waters of the United States.

The Coast Guard does not have any jurisdiction in the area of your project. Accordingly, no comments are offered.

Sincerely,


F. A. GOETTEL
Captain, U. S. Coast Guard
Chief, Operations Division
By direction of the District Commander



HELENA

Region One, Missoula, Montana 59801

May 17, 1972



TO: H. J. Anderson, Director of Highways
Department of Highways
6th Avenue & Roberts
Helena, Montana 59601

We have reviewed your Draft Section 4(f) Determination for the Hungry Horse - West Glacier highway reconstruction project and have no additional comments. The proposed work is fully acceptable to us.

for *Walter J. Illino*
STEVE YURICH
Regional Forester

cc: Flathead NF

[illegible][illegible]



United States Department of the Interior

BUREAU OF RECLAMATION

IN REPLY
REFER TO:

561.

160

MAY 21 1972

HELENA, MONTANA

MONTANA HIGHWAY COMMISSION FEDERAL BUILDING & U.S. COURTHOUSE
BOX 048 - 550 WEST FORT STREET

BOISE, IDAHO 83702

MAY 17 1972

Mr. H. J. Anderson
Director of Highways
Montana Highway Commission
Helena, Montana 59601

Dear Mr. Anderson:

We appreciate the opportunity you have given us to review your evaluation (Section 4(F) determination) of impacts on recreation developments resulting from highway improvements in the Hungry Horse-West Glacier area. We have no specific comments to provide on the determination.

Sincerely,

EF Sullivan

Regional Director

File Recd. Preconst. 5-25-72

AGE	INFO	MAIL ROUTE	ARCH	FILE
		30 Cont. DMH		
		32 Info. Des. 71		
		33 Planning Design		
		34 Cont. DMH		
		34 V. & Region		
		32 Landscape		
		33 East Region		
		34 Hydrologic		
		35 Info. DMH		
		36 Info. DMH 72		
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United States Department of the Interior

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

ER-72/657

JUN 2 1972

Dear Mr. Powers:

This is in regard to your letters of April 18 and May 16, 1972, requesting the Department of the Interior's review and comments on a draft Section 4(f) determination for U. S. Highway No. 2 in Hungry Horse, Flathead County, Montana.

This is to inform you that the Department will have comments on the draft statement. However, we will be unable to reply by the date you requested because of the problems associated with the furnishing of sufficient copies. Our comments should be available about mid-July 1972.

Sincerely yours,

Bruce Blanchard
Bruce Blanchard, Director
Environmental Project Review

Mr. Grover O. Powers, P.E.
Supervisor
Preconstruction Section
Montana Highway Commission
Helena, Montana 59601

Date Recd. Preconst. 6-9-72		MAIL ROUTE	1000	1000
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DEPARTMENT OF THE ARMY
SEATTLE DISTRICT, CORPS OF ENGINEERS
1519 ALASKAN WAY SOUTH
SEATTLE, WASHINGTON 98134

NPSEN-PL-ER

Mr. H. J. Anderson
Director of Highways
Montana Highway Commission
Helena, Montana 59601

JUN 1972

Date Recd.	Preconst.	68-22
Ad	Info	Initial
		Attach
		MAIL ROUTE
		30 GGP RMH
		30 Field Design
		30 Surfacing Design
		30 2nd Embankment
		32 West Region
		32 Landscape
		33 East Region
		34 Hydraulic
		36 Traffic
		37 Pub. Hearing
		38 Sec. Roads
		39 Consultant Design
		File

Dear Mr. Anderson:

Your Draft Section 4(f) Determination on the Hungry Horse - West Glacier project has been referred to our office for review. The Determination is well documented; local interests and social impacts have been adequately identified.

We strongly recommend that the highway design provide convenient pedestrian and bicycle access into Hungry Horse Camp and Park. The amount of park lands to be incorporated in the highway right-of-way is clearly shown in the 4(f) Determination. However, other comments provided in our letter of 25 June 1971 (copy attached) have not been satisfied by this additional report.

We appreciate this opportunity to review the 4(f) Determination and Impact Statement.

Sincerely yours,

Truly yours,
Frederic W. North

1 Incl
As stated

FREDERICK W. MUELLER, JR..
Lt. Colonel, Corps of Engineers
Deputy District Engineer

25 JUN 1971

Lewis M. Chittim, State Highway Engineer
Montana Highway Commission
Helena, Montana 59601

Dear Mr. Chittim:

We have reviewed your draft Environmental Statement on Project F-257(16) Hungry Horse-West Glacier transmitted by your letter 32-SCK dated 27 May 1971 and have the following comments.

In two cases, alternate routes are discussed but the proposed route is not indicated. Without profile drawings of the "River Route" between Martin City and Coram, we are unable to determine whether or not it encroaches on the flood plain.

Although the draft statement mentions a number of environmental impacts and adverse effects, they are not quantified. Examples of this can be found in Sections VA and B, such as: Section VA1. - The number of permanent homes, summer homes, mobile homes and business to be relocated is not stated; Section VA2. - The amount of forest and park land to be cleared is not stated; Section VA3. - The amount of wildlife habitat required for construction is not stated. The same comments apply to the same paragraph numbers in Section VB. An adequate review of the environmental impacts and effects is not possible without some quantification.

We appreciate the opportunity to comment on this draft environmental statement.

Sincerely yours,

H. W. MUNSON
Lt. Colonel, Corps of Engineers
Deputy District Engineer

Through Hungry Horse, a border strip of from 12 to 20 feet will be provided. This strip will be of sufficient width and will be cleared so that either pedestrians or bicyclists will be able to use it. This will provide convenient access to Hungry Horse Park and Camp.

The comments referred to in the June 25, 1971 letter have been answered in an earlier part of this statement.



United States Department of the Interior

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

E3039

ER 72/657, MONTANA

AUG 14 1972

Dear Mr. Powers:

This is in response to your letters of April 18 and May 16 requesting the Department of the Interior's comments on a draft Section 4(f) determination for U. S. Highway No. 2 in Hungry Horse, Flathead County, Montana.

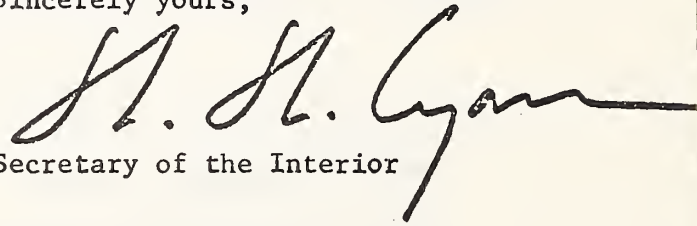
The proposed highway would require one acre from a 68± acre Forest Service camping area adjacent to the town of Hungry Horse and almost 40 percent of a 56,000± square feet county recreation area within the town.

Considering the environmental, physical, and socioeconomic factors which limit the location of the proposed improved highway, we concur that there is no feasible and prudent alternative to the use of public recreation lands, as proposed. In both Section 4(f) cases, potential alternative alignments appear neither feasible nor prudent. However, we do not believe that all possible planning has been done to minimize harm to the Section 4(f) lands.

The Forest Service District Manager's letter of December 17, 1971, attached to the draft Section 4(f) determination, indicates that taking one acre from their campground at Hungry Horse for the proposed highway improvement is acceptable. Notwithstanding, we suggest that the final statement include evidence of any compensation or replacement for the land taken. As for the county park, evidence of agreement with the county on compensation should be included in the final statement. Compensation should be based on replacement value and earmarked for priority recreation needs of the community. County officials should also be made aware of the FHWA Joint Development (PPM 21-19) and Multiple Use (IM 21-2-69) programs which may be utilized in this project.

Contingent upon the implementation of measures to minimize harm as reflected in the Section 4(f) determination and those recommended above, we would have no objection to the approval of the Section 4(f) aspects of this project by the Secretary of Transportation.

Sincerely yours,



Deputy Assistant Secretary of the Interior

Mr. Grover O. Powers, P.E.
Supervisor, Preconstruction Section
Montana Highway Commission
Helena, Montana 59601

Date Recd. Preconst. <u>8-31-72</u>				
Act	Info.	MAIL ROUTE	Attach	Initial
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		30 Field Design		
		30 Surfacing Design		
		31 Office Engineers		
		32 West Region		
		32 Landscape		
		33 East Region		
		34 Hydraulic		
		36 Traffic		
		37 Pub. Hearing		
		38 Consultant Design		
		File		

In regard to the comments in the fourth paragraph of the Department of the Interior's letter, information concerning compensation or replacement for park and campground land taken has been included in Section VI of the Statement.

IX. PUBLIC HEARING COMMENTS

Two public hearings were held for this project. The first was on January 8, 1969, and the second on September 1, 1971.

There were some comments regarding the environment made at the September 1 hearing and therefore the transcript of that hearing has been included as a part of this statement. Most of the environmental comments were in regard to the River Route Alternate which was not chosen as the recommended alternate.

TRANSCRIPT OF A COMBINED CORRIDOR AND HIGHWAY DESIGN
PUBLIC HEARING RELATING TO THE PROPOSED LOCATION AND MAJOR
DESIGN FEATURES OF A HIGHWAY CONSTRUCTION PROJECT ON U.S. HIGHWAY
NO. 2 FROM A POINT AT THE BRIDGE OVER THE SOUTH FORK OF THE FLATHEAD RIVER
NEAR HUNGRY HORSE AND EXTENDS APPROXIMATELY 10.8 MILES TO WEST GLACIER, MONTANA

PROJECT: F 257 (16)

... ..

HELD IN THE TOWN HALL
HUNGRY HORSE, MONTANA
WEDNESDAY, SEPTEMBER 1, 1971 AT 8:00 P.M.

Transcript prepared by:

Preconstruction Division
Montana Highway Commission
October 22, 1971

NOTICE OF A COMBINED CORRIDOR AND HIGHWAY DESIGN PUBLIC HEARING

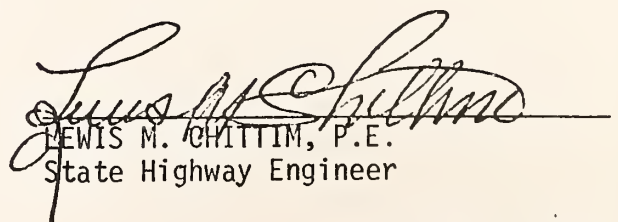
NOTICE IS HEREBY GIVEN THAT, in accordance with Section 116 of the FEDERAL AID HIGHWAY ACT OF 1956 and Policy and Procedure Memorandum 20-8 issued January 14, 1969 by the U.S. Department of Transportation, a Combined Corridor and Highway Design Public Hearing will be held in the Town Hall at Hungry Horse, Montana on Wednesday, September 1, 1971 at the hour of 8:00 p.m., relating to the proposed location and major design features of a highway construction project on U.S. Highway No. 2 from a point at the bridge over the South Fork of the Flathead River near Hungry Horse and extends approximately 10.8 miles to West Glacier, Montana. The design of the first six miles will be a four-lane bituminous surfaced facility. At a point just east of Coram the four lanes will transition to a two-lane roadway and continue for approximately 4.8 miles. In the vicinity of West Glacier four lanes will again be provided. There will be two alternates presented in the Martin City area and three alternates presented in the vicinity of the Lodge Pole Antique Store. Drainage culverts will be designed as needed.

Maps, drawings and other pertinent information relating to this project will be available for public inspection and copying at the Montana Highway Commission Office at Missoula or Kalispell, Montana. The tentative schedule for right of way acquisition and construction, as well as relocation assistance programs, will be discussed.

INVITATION IS HEREBY EXTENDED TO ALL INTERESTED PERSONS in the subject matter of this notice to attend said hearing and to submit written briefs or verbal arguments either for or against the proposition. Written statements will also be accepted for ten (10) days following the hearing by the Montana Highway Commission, Helena, Montana.

Dated this 12th day of July 1971

Project: F 257 (16)


LEWIS M. CHITTIM, P.E.
State Highway Engineer

The following is a transcript of a Combined Corridor and Highway Design Public Hearing held in the Town Hall at Hungry Horse, Montana on Wednesday, September 1, 1971 at the hour of 8:00 p.m., relating to the proposed location and major design features of a highway construction project on U.S. Highway No. 2 from a point at the bridge over the South Fork of the Flathead River near Hungry Horse and extends approximately 10.8 miles northeasterly to West Glacier, Montana. The design of the first six miles will be a four-lane bituminous surfaced facility. At a point just east of Coram, the four lanes will transition to a two-lane roadway and continue for approximately 4.8 miles. In the vicinity of West Glacier four lanes will again be provided. There will be two alternates presented in the Martin City area and three alternates presented in the vicinity of the Lodge Pole Antique Store. Drainage culverts will be designed as needed.

The hearing was attended by the following Montana Highway Commission personnel:

Jack Wheeler, Secretary of the Montana Highway Commission, Helena
Ben C. Miller, District Engineer, Missoula
James J. Keithley, Division Engineer, Kalispell
James K. Thomas, District Right of Way Supervisor, Missoula
Gordon Larson, Area Engineer, Helena
Walter Nelson, Designer II, Helena
Bob Samson, Special Assignments Engineer I, Helena
Don D. Anderson, Director of Public Hearings and Notices, Helena

Representing the Federal Highway Administration was:

Bruce Rector, Area Engineer, Helena

T R A N S C R I P T

ANDERSON: Good evening, ladies and gentlemen. We will commence with the formal part of the public hearing now. I am sorry we don't have enough chairs to go around. On behalf of the Montana Highway Commission I welcome you to the formal part of this public hearing. This evening we are here to present to you the Highway Department's proposal on the design and location of a section of highway, U.S. Highway No. 2 from Hungry Horse to West Glacier. We will shortly have the presentation by one of our engineers. First of all, I would like to introduce a few of the highway personnel that are with us this evening. We have the Commission Secretary, Mr. Jack Wheeler from Helena; District Engineer, Mr. Ben Miller from Missoula; Division Engineer, Mr. Jim Keithley from Kalispell; Mr. James Thomas, our District Right of Way Supervisor from Missoula; Area Engineer, Mr. Gordon Larson from Helena; the Designer on part of this section of highway this evening, Mr. Walter Nelson from Helena. I am Don Anderson from

the Preconstruction Division in Helena and our Special Assignments Engineer is Mr. Bob Samson, also from Helena.

This is a Federal Aid Project, which means that the federal government participates in the financing, planning and development of these projects in cooperation with your State Highway Department. Representing the Federal Highway Administration this evening is Mr. Bruce Rector, the Area Engineer from Helena. Before we go into a discussion on this, an open discussion, we will have a presentation by one of our engineers. Would you please hold all of your comments and questions until he has gone completely through his presentation and then we will open it up for your comments. At this time, we will ask Mr. Keithley to discuss this project with you. Jim.

KEITHLEY:

Well, I see we have quite a large turnout tonight. It looks like we do have some friendly faces so I will jump right into it. Now we have had a hearing on this before and I am sure quite a few of you were at that one. We have done considerable work on this particular piece of highway since that time. This hearing tonight is somewhat of a joint hearing in respect that certain sections of this line were fairly well along on, in design, and on some of it we still have alterations we are looking at so our normal hearing, we either designate as a location or a design hearing. Now this is kind of a combination of both. As you are probably familiar with the section of highway we will be talking about tonight, it is from approximately the east end of the South Fork Bridge west of Hungry Horse to just east of the railroad separation at West Glacier. Now this section of highway is approximately 10.8 miles long, with about six miles of four-lane and 4.8 miles of two-lane. Now the sections of four-lane have been extended from those which were proposed at the prior hearing. The four-lane section runs from the beginning of the job to just east of Coram. I think that is about the break point between the four-lane and the two-lane there, then it is proposed to construct a two-lane from there to West Glacier. Now with the traffic problem which we have at West Glacier, it has been decided to build a short section - somewhat under a mile - at West Glacier to take care of that problem, and here again, this is another piece of four-lane that has been added since the last hearing. The tentative letting date for these projects are July of 1974 for the Hungry Horse to Coram section and August of 1973 for the Coram - West Glacier section. Now the reason the Coram - West Glacier section is scheduled to go first is the fact that this is the easiest section of the two. We can get this to contract quicker due to the fact that it isn't as complex to design as the section from Hungry Horse to Coram, due to the complexity of the urban nature of the work in Hungry Horse and Coram. Now our four-lane section through Hungry Horse will be what we call a 44 foot center typical section and this

is comprised of two 12-foot driving lanes in each direction of travel, 10-foot shoulders in each direction of travel, and a 20-foot paved median between the two lanes of traffic so this winds up being an 88-foot wide roadway, curb to curb. Also, I might point out, and I am sure this will be brought up later, that it is proposed at this time that it be a curb and gutter section with stand-up curbs. Now this is our basic section for the four-lane, with the exception of a short piece of four-lane in this area west of Coram where we have reduced the centers to 28 feet, due to the fact that we are right up close to the old riverbank and if you widen the centers out, you fall over the edge of it and there's a considerable amount of grading required to widen the centers out. Here again, through Coram we are proposing the same basic typical section. This would be the same as you would have in Hungry Horse. Then the four-lane 44-foot centers would go through Coram, and it is our thinking at this time that we would transition from four-lane to two-lane about in this area, just at the county road west of the Lodge Pole Store, and a two-lane section from there to West Glacier would be a 38-foot, two-lane at this time. We intend to acquire right of way for a four-lane facility; however, only two lanes will be built at this time. It is also proposed that the future four-lane be developed with 70-foot centers. This would be what we refer to as a depressed median section. This is the section where your centers are far enough apart that you can have a median ditch between the two lanes of traffic. We would build our 38-foot section from there to West Glacier and the reason why this would be 38-foot, is for a future divided four-lane. This entails two 12-foot driving lanes in each direction of travel, a 10-foot outside safety lane - or safety shoulder, and a 4-foot inside shoulder. This is why it comes up 38 feet, so that when you are through and you come back in with the other set of lanes, then you would have two 38-foot roadways in each direction of travel. Here again, getting into West Glacier, we would go back to this section of four-lane in order to take care of the traffic problem at the underpass. You will also notice that we have a couple of areas where we have alternates. In the vicinity of Martin City there is an alternate along the river and there is an alternate that is, basically, over the PTW. I'll have to back up there so I don't get used to talking among ourselves. PTW means Present Traveled Way and we in the business understand this but sometimes get carried away and make reference to things like that and nobody understands them but you. But anyway, what this amounts to is, we would construct it over the present highway, basically. It would have a deviation at the big curve in Martin City to flatten that curve out and pull in the hillsides of the present highway west of Martin City to maintain alignment in that area. Down in the vicinity of the Lodge Pole Store we have three alternates; one east of the present highway, which is referred to as the East

Alternate; one west of the present highway, which is referred to as the West Alternate, and one that is about over the present highway. Now to break these down into sections, since this is such a long project. I think what I will do is go through them in this order: Hungry Horse, Coram, West Glacier and then the alternate sections. Then when I have completed that, we will open it up for questions. Now I might point out that Mr. Nelson, the Designer from Helena, is probably more familiar with details so I will make this general presentation and then when we open it up for questions, and you have specific questions, I will probably let him field quite a few of those. As I pointed out before, we plan a four-lane curb and gutter section through Hungry Horse and this would be, as I pointed out, an 88-foot paved roadway from curb to curb, with a 20-foot median and 10-foot shoulders with stand-up curbs. Now we also propose to provide a storm drainage system. One of the items that has been discussed in the past and which was a problem which I think we have resolved, is the matter of the parks. Now we had a meeting here sometime ago with the residents of Hungry Horse, the County Commissioners and some of our representatives from Helena where it was decided that probably the best thing to do would be to take, maintain - roughly maintain, the existing right of way, the existing right of way on the north side of the present highway, expand our right of way on the south side, due to the fact that this is relatively undeveloped, to minimize any taking on the north side. Now in expanding the right of way to the south side, of course, you get involved in the existing parks and these discussions that I referred to before were pretty well resolved. The best thing to do would be to take the right of way from the parks and the monies that would be due the county - since this is under the jurisdiction of the county - would be used to provide additional playground facilities at the school. I think this would - this would involve the improvement of a construction of a tennis court and improvement of the ball field, so I think this is pretty well resolved. Everybody seemed to be in accordance with that the night that we had the meeting. Of course, you have existing street lighting in Hungry Horse so we would perpetuate that or replace it with new lighting facilities and fixtures and hopefully. I don't know what this has in detail as this hasn't been worked out, but one thing we propose to do would be to move the utilities off from U.S. Highway No. 2; move them back to an alley north of U.S. 2 to get all of those utility poles off of the right of way. I am sure everyone in Hungry Horse would be in favor of that because that is quite a jungle of some pretty big poles out there now. Okay, at Coram we intend to have the same typical section as we have in Hungry Horse. We made extensive studies at Coram as far as the best location, in order to do the least damage to existing developments and, also, to minimize our right of way cost, and at Coram it was decided to maintain the existing south right of way line as much as possible.

and take the required additional right of way from the north side. Here again, since this is a curb and gutter section which we do have drainage problems with, and have a paved roadway width of this extent, that we will provide for storm drainage here too. At West Glacier, of course, this will involve an intersection with the entrance to the park road. Our traffic people are working on that now. I don't know how far along they are in the development of that intersection but this will take care of that problem and here again, since this will be a curb and gutter section, we will provide for storm drainage. Okay, now we will get into the alternates. This alternate hits this hill in here pretty hard. There's quite a bit of development in that area - houses, trailer court - and there's quite a bit involved in this in right of way cost. We have a real pretty expensive cut through here; we will have - probably will have some pretty bad backslope scars left by the excavation required for this cut. It generally would follow over the Present Traveled Way through here. I think, basically, we are taking the additional right of way, or would take the additional right of way from the river side. This would be provided with connections to this loop of existing highway that is cut off. There would be approaches on each end of this to tie back into the new highway. Okay, the River Route, of course, it traverses pretty much undeveloped ground. The right of way costs are considerably less on it. Of course, that's kind of a bench in there. I think that the construction costs are also less. Our design people in Helena have made a study which indicates the cost of what we refer to as the staked line, or this orange line - those costs to be approximately \$855,000 from this west common point to this east common point, then the cost of the River Route as approximately \$742,000. There has been quite an interest in the River Route from other agencies due to that fact. It's considered there would be considerably more study from the state group. Our cost indicates that it is the cheapest and, although I don't believe we have taken any official position on it, I think our feeling at this time is that we would prefer the River Route. Okay, it looks like we have quite a few overlays on this; three alternates here at the Lodge Pole Store. Let's flip these over and get down to the bottom. Okay, this is the East Alternate. Some of the factors that are involved in this area are that we have the Lodge Pole Store and we have the motel here. Of course, there is a gas line through this. The staked line would probably take out most of these improvements. The original line was run as we will see on the next overlay, I think about over the present highway, then when we looked at this in the field it was felt that something should be done to try to minimize the right of way take and damage to the improvements in that area so then we established the East Alternate, which does quite a bit to miss the improvements in here. It misses the Lodge Pole Store itself; it does encroach on this lake. One thing I might point out, on all of these alternates - as everybody

I'm sure is pretty happy about, is we eliminate the Dew Drop curve. This alternate would cut inside the Dew Drop curve approximately on this location. Let's see what we have here for the next overlay. Okay, the West Alternate also misses all of the improvements; it is further removed from the lake. Here again, all of these alternates come back in together approximately in this area. It misses all the improvements; it misses the lake; it is further removed from the lake. Now there is a pretty deep ravine right in here so you would have a pretty good fill right in there, so this is what it does; it does basically the same thing. The same considerations were taken into account, to try to reduce the right of way damages in here and, just so that we would have something to compare the two alternates with, here's the original staked line. Okay, I think that is about all I had in mind for general comments to get this thing kicked off with. Now I think the best thing to do is open it up for discussion and we can have Mr. Nelson and myself answer any specific questions you might have.

ANDERSON: Before we do open it up for discussion I have a few comments. Thank you, Jim, for the presentation. You will notice that we are recording what is being said here this evening. For that reason, we ask that anyone who has a comment, please come up to one of the microphones and give us your name; who you represent, if you represent a group of people or an organization. We would appreciate that too. This transcript will be made available to anyone who wishes one. It is also given to the engineers and the Federal Highway Administration for their review. Anyone requesting a transcript, would you come up after the meeting and sign this pamphlet. These transcripts are furnished free of charge. Anyone who spoke will get one automatically. With that, then, we will begin with the general discussion. We would like to point out that we will accept any kind of comment but we do prefer to have it as a general, overall discussion. Any minor details that you would like to discuss with the engineers alone, we do have a set of plans and right of way plans here and they will be available after the meeting to discuss them with you. Would someone care to begin? Yes, mam. Give us your name, please?

LUDWIG: Well, I'm Mrs. Ludwig from West Glacier and I have a couple of little questions. Our place . . . we have had a campground called the Winnecke for five years. This year I haven't had it open because I had no help but my question is - this highway is going to be so close to my house that the noise is going to be deafening. Where the highway is now, when a large truck goes by we cannot hear ourselves talk. We have to shut up until the truck goes by before we can start talking again. The proposed route now is going to put the highway even closer to our home and I want to know what can be done in a case like this?

ANDERSON: This is in approximately the area of Station 600 that you are

referring to? Any comment, Jim? Would you like to show her the plans after the meeting and give her the details and get the measurements off of that?

LUDWIG: We would like to know just for sure, if they do go with this route, just what our best . . . just what we could do about it.

NELSON: The display doesn't show enough detail to explain what you would like to know.

LUDWIG: Yes. Well, last year I went down to the Highway Department and they informed me they were going behind my house so to go ahead and do anything we wanted to our house. We have added on to our house now and so now we have a bigger house. Now they tell us they are going to go right behind it.

ANDERSON: Thank you for the comments, mam. Would someone else have a question in favor of any of the alternates or against any of the alternates; the overall proposal? Anyone? Yes, sir.

YOUNG: I am Chuck Young from Coram. Primarily, my question is on design. There's a question on my mind. Why do you insist on a 20-foot median through Hungry Horse? There's going to be a raised median, I understand.

ANDERSON: No, this is going to be a painted median; it will be flush with the rest of the pavement.

YOUNG: It will be 20 feet?

ANDERSON: Right.

YOUNG: Well, will this compound snow removal problems?

ANDERSON: No. There is no physical raise to it at all.

YOUNG: There's no curb, then, in your projected plans for the two-lane highway? You've indicated you are going to have a depressed median.

ANDERSON: Right.

YOUNG: Is this a good design up here, in view of the fact of our heavy snow load and all?

ANDERSON: I am going to refer that question to Mr. Keithley.

YOUNG: No, I mean we've got some pretty hairy problems up here that you all don't have in Helena.

KEITHLEY: No, of course. Of course, on our depressed median this is one

of our basic interstate designs as well.

YOUNG: Yes, and there's a lot to be desired on some of that.

KEITHLEY: Well, it's probably true. I think there's a lot to be desired nationwide.

YOUNG: But is it necessary to have that wide of a median, like a 20-foot through Hungry Horse? What I'm getting at is, it's going to be a lot cheaper to buy less land.

KEITHLEY: Oh, yes. We are aware of that.

YOUNG: Would ten feet suffice for separation on traffic?

KEITHLEY: Well, it could be. You could go all the way down to no median. However, we felt in this area, with the traffic volume that will be encountered, we wanted better separation of traffic. One of the reasons why we have to have these 70-foot centers east of Coram is - now you are getting out into the more undeveloped areas where you can acquire the right of way at a reasonable cost to provide it. As far as snow problems due to the 70-foot medians, or 70-foot centers with the depressed median, this gives you some storage for snow in the middle, too, so I don't think . . .

YOUNG: It gets pretty deep in the middle.

KEITHLEY: Well, hopefully, you won't drive out there, though. (Laughter)

YOUNG: That's debatable. Another question I had on my mind. You've indicated that the River Road coming out of Martin City would be a lot more economical. Now, if it were accepted, would it infringe at all on the stream? That is, is there any possibility of excavation dumping into the river proper over the bluffs?

KEITHLEY: No, it wouldn't. I think the only place we would have a fill would be at what is Abbot Creek, or where Abbot Creek cuts down to the river.

YOUNG: That would be fill there, undoubtedly.

KEITHLEY: But we have reviewed this with the Fish and Game and the Forest Service and we won't encroach on the river itself; we will have a fill there but it won't encroach on the river.

YOUNG: And getting up there to Charlie Green's corner; now, I assume you will have to cut through there to get enough width between the riverbank and the right of way, won't you?

KEITHLEY: Right.

YOUNG: How much of that debris will you . . . will that be utilized somewhere else or will it be dumped over?

KEITHLEY: No, this will all go on the roadway. It will all be incorporated into the construction of the road.

YOUNG: You won't be using it to build the roadbed on out towards the river then?

KEITHLEY: Well, on that section it won't be all cut; there will be both cut and fill.

YOUNG: Well now, with cut and fill you get in there real close. You'll be dumping it right into the river.

KEITHLEY: Well, I will assure you we won't dump it into the river.

YOUNG: Well, I've seen your assurances before. That's one of the things that concerns me, is dumping into the river.

KEITHLEY: Well, this doesn't catch into the river, it goes over; it goes over the side but it doesn't get into the river channel.

YOUNG: Well, that's something to worry about and one other crazy idea I had here. Now, this may be real stupid but I'll bet you the land would be a lot cheaper. I don't know what construction costs would be and I am sure there would be a lot of these places that might not realize some royalty, but the possibilities of a straight line like this - from here to here. (Laughter) Now that's just a crazy question. Now elevations; what you run into in there I am not at all aware, other than looking at it from the ground, but it would seem to me like it would save a bunch of money. But, then again . . .

KEITHLEY: I can't say whether that has been looked at or not yet. We had one fellow that worked on this job several years ago that did look at quite a few alternate routings. He isn't here tonight and I don't know if he looked at that particular one, but here again, since it deviates as far as it does from the present highway and bypass, and misses the Coram and so forth, I would say there's a good possibility that nobody has looked at that.

YOUNG: I assumed that. Okay, thanks.

ANDERSON: Thank you for your comments, sir. We are open for any kind of suggestions. Yes, sir?

BRENEMAN: My name is Breneman and I would like to know if you have the figures on what it costs for the East and West Alternates?

ANDERSON: At this particular time these alternates have not been developed far enough to give complete design details on and I don't believe we have complete figures as to cost comparisons on any of them at this time. There is not much difference in length. The only difference would be in the cost of the right of way. I think the construction is about the same on all three, right?

BRENEMAN: He mentioned that there would quite a little fill in this area. How much fill is there going to be in this area?

KEITHLEY: Well, I don't think they run to much detail on that West Alternate yet.

BRENEMAN: Well, which one would they feel would be the cheapest and the best at this time?

KEITHLEY: I don't think they have developed detailed cost on the West Alternate, so there isn't any comparison available at this time.

BRENEMAN: Well, which one does the Highway Department favor? Which one of the three?

ANDERSON: We were hoping to get these kinds of comments tonight; what the people favored. I don't . . .

KEITHLEY: Do you have any comment on what we consider to be the most favorable, Gordon?

LARSON: I believe the West is considered the cheapest; that is all I know.

KEITHLEY: Which alternate are you in favor of?

BRENEMAN: Right here on the west, or the original. Okay, it draws the centerline right in front of my house and I suggested moving that centerline over maybe 80 feet. That would miss my house, my store and the other buildings are of no particular value. I was wondering why it was necessary to move to clear over here?

KEITHLEY: Well, I think that any of these are subject to adjustment, aren't they, Gordon? So, what you are basically in favor of is the West Alternate, but not so far west?

BRENEMAN: No. I can't see any reason to go way over here. In other words, the nearer it stays to the present road the less it will tear up the ground.

KEITHLEY: Okay.

BRENEMAN: Okay. Now I'm not in favor of selling my house but I am not in

favor of getting on the lake

KEITHLEY: Well, now these - the various tapes, like on this West Alternate, this green tape represents the highway centerline and the dash tape represents the right of way limits, so you can see with these improvements in here, that you are not too far off from them. Now this possibly could be pulled in towards the highway somewhat; however, you can't pull it in a great deal, I don't believe, without getting into the improvements you are trying to avoid.

BRENEMAN: Well, I don't want them on my lake, that's all I can say!

KEITHLEY: Okay, but you are basically in favor of the West Alternate?

BRENEMAN: Either one of the other two; don't make any difference, but I don't see why it has to go out that far.

KEITHLEY: Okay. I might say this might be pulled in a little bit but it looks, at least according to the display, as near as the . . .

BRENEMAN: Pull it in as much as possible and I would be in favor of it.

KEITHLEY: Okay.

ANDERSON: Thank you.

HART: My name is Joe Hart. On the proposed River Route, some of us bought property in that area between Martin City and Coram with the purpose of building a house on the river some day. Will there be enough river frontage left there to have any house buildings; will there be any significance?

KEITHLEY: Now would you point out the specific area you had in mind, or is this just in general?

HART: In this area through here

KEITHLEY: Well, where we're tight into the river here we feel that we would acquire the river, or the right of way right to the riverbank so there wouldn't be any land left in this area between our right of way and the river, so the answer to your question would be no.

HART: Well, along the same line, Rex says, why couldn't we move that a little bit to the east, or to the south?

KEITHLEY: Well, basically, what we are trying to do with this alignment is to get it out as close to the river as possible so that you would have a view of the river from the highway. And also, by moving this up as tight to the river as possible, this also precludes development

on that side which, I m sure you wouldn't do it, but one thing that we would be concerned about is, you might get some undesirable development in there. It also excludes development on that side, which eliminates the number of approaches you would have to the highway, which would also increase this thing from the safety aspect. Where you can eliminate the number of approaches you can make a safer highway, so by pushing that out tight to the river you would assure that there wouldn't be any development on that side, which could possibly be either undesirable development - and eliminate the possible approaches. I think that these are two of the factors involved.

HART: In other words, you're trying to eliminate development along the river in this area. What is the purpose behind that?

KEITHLEY: Okay. This is why I pointed out before what the purposes were.

HART: Just for turnout?

KEITHLEY: No. To provide a view of the river, to guarantee we don't have undesirable development on that side and to improve the safety of the highway by reducing the number of approaches.

HART: Well, some of that property through there is rather expensive.

KEITHLEY: Now we have had a right of way estimate made on both alternates and our right of way people advise us that the right of way is cheaper on the River Route than it is on the orange route, or what we refer to as the staked line.

HART: Well, most of it is in an area of \$30.00 a front foot, minimum. May I ask another question? The people that are - I'm not in the business - the people who are in the tourist business along this area, what compensation will they have?

KEITHLEY: Since they are not involved in right of way action, since we are not taking right of way from them - we won't be acquiring right of way from them - they wouldn't receive any compensation. The only people who receive compensation are the people we buy right of way from for their land.

HART: Will we have further action before the actual highway line is firmed up?

KEITHLEY: In the form of another hearing?

HART: Yes.

ANDERSON: Not unless there is enough change in the design or location from what we present here tonight. You will be notified of the approval.

or the disapproval of the request for this design however.

HART: Okay. What would we have to do if we wanted to make sure that we have a firm knowledge of which direction the highway is going to go?

ANDERSON: Your testimony here this evening will greatly help the engineers. Also, we will accept any petitions or letters if you will send them to the Montana Highway Commission, Helena, Montana. They will be made a part of this transcript also.

HART: Okay. Thank you.

ANDERSON: Thank you.

KEITHLEY: I also might point out as far as any additional action, of course, the transcript of this hearing will be reviewed by the Montana Highway Commission. We will have to receive approvals from the Federal Highway Administration, so there is additional action that will have to be taken before this is completed. The hearing itself doesn't conclude what is required for us to do to finalize this design at all.

ANDERSON: These approvals from the Federal Highway Administration will be advertised through your local newspaper.

SERRA: I'm Ray Serra from the Coram area. I would like to know exactly how far out did you say that four lane was going to come here; to this county road or to this county road here?

KEITHLEY: I think about in this area right here; the first county road towards Coram from Lodge Pole. Four-lane to here, then transition to two-lane.

SERRA: What will the total right of way width be there?

KEITHLEY: Probably the best thing to do would be to wait until after the hearing is over and we will break out our plans and give you that detail more accurately than we can off of the display.

SERRA: What's the reason for bringing the four-lane this far; out of town, I mean?

KEITHLEY: Well of course, one thing, when we held the first hearing we had quite a bit of pressure to build all four-lane so we extended our four-lane; we carried it through Coram. We decided that we should, maybe have a fairly long section, or some length of four-lane outside of Coram, so you're not making your transition right on the edge of Coram, and carried it down to that point on that basis; kind of a fudge out as much four-lane as

we could get, is about what it amounts to.

ANDERSON: Thank you. We know right of way is going to be quite a problem on this project. We also have a new service which is relocation. We would at this time like to have Mr. Thomas give us a brief description of this and a little explanation of right of way. Jim?

THOMAS: Since July 1, 1969 we have had a relocation program in effect. It has recently been revised and the amounts of relocation have been increased substantially. This program applies to anyone who legally occupies any type of premise as owner or tenant for a specified period of time and these premises are required for highway construction. These people are eligible for relocation assistance. The relocation assistance offered includes supplemental rental and housing payments, moving costs for personal property, financial information, house and rental listings and assistance in finding replacement housing. If you are eligible, these relocation payments are made in addition to the price paid for your property. This is the important part of it. To be eligible you must purchase and occupy, be in the process of purchasing, or rent and occupy a decent, safe and sanitary dwelling within one year after the date you are requested to vacate your property. That would be right after the state would acquire it. To receive moving costs, you must complete the move to your new location. This applies to individuals, families, businesses, non-profit organizations and ranches. Once negotiations have started on a project, you will be contacted personally and have an opportunity to request this assistance. We have a relocation agent that works out of the Missoula District Office. She is a female, Mrs. Lois Baker. If you do not believe the relocation assistance offered you is adequate, you have the right to request a hearing before an appeal board. The time allotted for negotiations should be sufficient to also complete relocation. You may obtain relocation assistance information at anytime at the District Highway Commission Office in Missoula. We have a general information brochure and I will put some out when I am through here. This will be a little short in supply of them tonight. People who figure their property will be invaded - by property, I mean your buildings, I would rather have them look at them and then when you are through with them, pass them around. If there's not enough to go around, you could write to the Right of Way Department in Missoula and we will mail you one. These will be available here after the meeting. If there are any questions about right of way, what our procedures are in regard to acquiring your property, I am open for those now.

UNIDENTIFIED: When are you, approximately, going to start to buy right of way?

THOMAS: That is a good question. We don't start acquiring property until

we receive the approved maps; after they have been approved by the Highway Commission and by the Federal Highway Administration. At that time, they turn the maps over to right of way and we are told by our Helena Right of Way Office to start appraising. Now the appraisers might be a staff appraiser, who is a full-time employee of the Highway Department, or a fee appraiser; these fellows work under contract basis. Once the appraisals are written, they are approved by a review appraiser and after they are reviewed by our District Review Appraiser and our Helena Office, they are assigned to a different man, who is a negotiator, and he is the fellow who comes with the money. Any problems you would have regarding your property after the right of way lines have been finalized, it would be to your benefit to point out how the right of way is really affecting your property so that he will take everything into consideration.

ANDERSON: Excuse me, sir. If you have a question would you come up to the microphone, please. We have to get this on the tape; that is what we are here for. This acquisition would start approximately a year to a year and a half before construction and this would be sometime in . . . the first one is August of 1973, so we would be here in August of 1972, approximately.

BRENEMAN: We have waited since 1956 for a road. Why is it put back again?

ANDERSON: Again, now you are referring to what . . .

BRENEMAN: To Highway No. 2, the piece we are talking about right now, from West Glacier . . .

ANDERSON: The main thing is money. We don't have enough money to build as much highway as we should, we know. We are trying to get it done as fast as possible. We also have to schedule these projects according to the money available and, also, federal cut backs are moving quite a few of these projects further ahead.

BRENEMAN: We had the money once and the money was taken away from us and put down below Ronan and now you're setting us back again, see. That seems like quite a long time.

PETERS: My name is Peters and my interest is from Martin City to Coram here. You had a statement that you don't know anything about cost projects, right?

KEITHLEY: Excuse me?

PETERS: You said a statement that you don't know anything about cost projects on this route.

KEITHLEY: Cost projects?

PETERS: Cost projection

KEITHLEY: No, on this particular alternate we do; we have run a complete alternate cost out on both lines

PETERS: Okay. The best I can figure there, you are talking a little over \$100,000 to go across the river, or next to the river, right? Savings?

KEITHLEY: Right.

PETERS: Now I took a couple of float trips down that river and I'm going to tell you, it's fantastic! And I say, who the hell wants to go the river and see a bunch of semi's and trucks and cars coming down the shore, and things up on a cliff. We're talking about saving the people money; why don't we talk about saving the people some of the last of good Nature's land and I can't see any reason why that highway's got to cut off here. You're talking about that this is up on a bench and it is going to save construction costs. What's wrong with this highway right here now, which is damn near as level as what you can get out of here, outside of the fact we all have a little greed in this project? I got a business here. That will kick us out of business. I don't know about the landowners here, where they expect that road to go or where they want it to go, but it seems that if there is a highway presently here, that costs would be considerably lower to widen that section out, wouldn't it?

KEITHLEY: Okay, so you propose to build a new highway over the existing highway; just widen the highway out?

PETERS: Certainly. Certainly, right.

KEITHLEY: Okay. Of course, one reason why we are not doing that is this curve right here; this doesn't meet the design requirements for this standard of highway.

PETERS: You already did away with that here

KEITHLEY: Right, but I assume

PETERS: Now you want to go into virgin land here and tear up this forest here; run across the river here; on the shore here. And you mentioned to another fellow that there wouldn't be any fill falling in on the river. This here would all be fill falling into the river here, wouldn't it?

KEITHLEY: No. Now you've got about three outstanding questions so I will back off and work on them in the order that you presented them. Unless I misunderstood you, I would assume that you felt that

this alignment should be followed in here; just widening it out?

PETERS: No, no. This one with the orange line. What's wrong with that route?

KEITHLEY: That's new. This is new alignment. Of course, this is involved in a cost study that we've just been through so that is why this River Route is preferred, at least from what I have been able to ascertain from our people in Helena that have been working on this, as to why this is preferred through this staked route or this orange line.

PETERS: We should all get honest with ourselves and the only reason is the tourist trade; we want the tourists to see a little bit of the river frontage is the only reason the highway would suggest something like that. But, to get back on this route here and to get back to where we're saving a part of Nature. Why do we have to border the river for a lousy 100,000 bucks? They don't worry about \$12,000,000 building some crazy building down in Helena and here they are worrying about a 100,000 bucks; the difference between here and here. Construction-wise, highway-wise, this would be a better route and it stands to reason, to avoid the amount of property in here, they sure as hell wouldn't want a highway going through there. There's no consideration being done for the landowners that are in here presently. The only consideration I can see the highway is doing is - let's give the tourists a picture of the river.

KEITHLEY: Okay. Now I could answer. I could answer all of those questions for you. However, I haven't been able to get into the conversation. (Laughter)

PETERS: Well, that's the point, because all these answers I get from the Highway Department are all B S answers.

KEITHLEY: . . . but if you just care to make a statement and leave it at that, fine, or if you want me to answer the questions I will attempt to.

PETERS: The statement is why can't the Highway Department build their highway on a present established route? Instead of forgetting this, leave it grow up as a service route or what, they tear up the nature land in here that ain't never seen a highway and then come up and tell the people that it's going to save \$100,000 difference is a bunch of bologna.

KEITHLEY: Okay. Of course, the answer there is that it is possible that we could do this. This hasn't been firmed up. These are two proposals there; we haven't made a definite discussion on it.

ANDERSON: Excuse me, mam. Could we get you on the record please?

EDWARDS: I'm Elsie Edwards from the Flathead Motel. Now that was the old highway at one time, wasn't it?

KEITHLEY: Not to my knowledge. This could be but that is before my time.

EDWARDS: Yes, it was years and years ago. Some of us have lived along here a long time. I see no reason why we have anybody walk up here and chew everything like that.

KEITHLEY: But to conclude this, from our prior comment that this is not resolved, the comments that he made are, in fact, relevant and will be taken into consideration.

ANDERSON: Right. Thank you, Jim. Someone else?

GREEN: I'm Charlie Green from up at Coram. I might tell you first that I don't care where you build the highway as long as you stay off of my place. (Laughter) There's two questions I would like to ask. When this original survey was put in there, was a bypass put in from Half Moon Lake over to the Belton Tunnel to carry the through traffic away from the 'Y' at West Glacier; the underpass? Is there any plans for that now? You know where I mean, don't you? From Half Moon Lake over to Belton Tunnel?

KEITHLEY: In through this area?

GREEN: Yes. The engineer told me that he had put just a pilot survey, or run a line through there to pull the through traffic away from that dangerous underpass at West Glacier, and he said that he didn't think that would be built at the same time as the highway but before long it would be. Is there any plan to put anything like that in after this highway is built?

KEITHLEY: Not to my knowledge. In fact, this is the first time I have heard of such a proposal. Has anybody else heard of this?

GREEN: I'll ask you one more question. Have you made any provision to keep these loaded logging trucks from coming down wild from Hungry Horse Dam into number two? Are you going to put a get-away up on the hill there or not?

KEITHLEY: Blackie, have you heard anything; have you included a truck escape lane?

NELSON: There is an escape ramp proposed in one of our field reviews. Of course, we're not in our design in that section of the roadway right now, but this will be taken into consideration, as far as I know.

KEITHLEY: I think this was brought up at a plan-in-hand.

NELSON: This was brought up before.

GREEN: You know, there's been five, four loaded trucks coming down there - running wild - and it is just a wonder a bunch of people weren't killed. I think you should take that into consideration.

NELSON: I am sure it will be taken into consideration.

ANDERSON: Thank you, sir.

TEETERS: My name is Charles Teeters at the Glacier Hotel at Martin City and, Mr. Keithley, I would like to ask you a couple of things over here on this River Route. Am I to understand it takes off way back here?

KEITHLEY: Yes, it takes off just immediately this side of the Club Rocco.

TEETERS: And it will come across where the old Tonner Mill . . .

KEITHLEY: Pretty close. You can see right on this curve it, I think, crosses back over the existing highway.

TEETERS: Here's the old Tonner Mill right here.

KEITHLEY: Right. There's the old mill right in there.

TEETERS: Now, will that be a fill in there?

KEITHLEY: Here again, to answer that particular question I would have to look at the plans and would be glad . . .

TEETERS: It's an awful drop from there to the point up here to Abbot Creek now.

KEITHLEY: Well, they have worked on the design on this since the last time that I have looked at it and I would have to look at the most recent plans to be able to tell you just exactly what we do right now.

TEETERS: And the mouth of Abbot Creek; that's a big fill.

KEITHLEY: Of course at the mouth of Abbot Creek we would have a good-sized fill.

TEETERS: Now, you were mentioning coming over the top of the Deer Lick Hill, the ugliness of the cut that would be made there, in your first presentation.

KEITHLEY: Yes.

TEETERS: You're going to have two bad, ugly cuts; fills that will show as much or more than the cut will. Now we go to the beauty of it. Now, I am down here and it is going to hurt my business an awful lot and there's two other motels that it's going to hurt. For that hundred thousand dollars that the state saves, it is going to cost us lots of money and that is my point.

KEITHLEY: Of course, this is one thing that we were fully aware of, that the business interests in that area would be opposed to this and I am sure we would be disappointed if we hadn't had those people speak up, so we are aware of this; we know that you do have a deep personal interest in it. We expect to receive your comments and these will become a part of the record and be taken into consideration in the final determination. And, like I say, I think maybe this might be getting a little out of order here inasmuch as I think some people feel this determination has, in fact, been made but I can assure you that it hasn't. We haven't selected the River Route. This is still open for further consideration before a decision is made so we are not in a situation tonight where we come up and discuss two lines, and there's already been a decision made. That isn't the case at all; a decision hasn't been made.

ANDERSON: I would like to mention that is the reason for the public hearings. Yes, sir.

LUDING: Ross Luding, home owner and taxpayer from Martin City. I oppose the River Route' (Applause)

ANDERSON: Thank you, sir.

MRS. TEETERS: I think that most of the engineers have completely forgotten one thing and that is well, we all know what the canyon is like in the winter. We're all thinking about the scenic route for the tourist; we're not thinking about the safety of the thing. We know how the road is above West Glacier in the wintertime. Now that will draw nothing but frost and ice all winter, just the same as it does down in the canyon and over there past West Glacier. Now, I've studied engineering myself and I know something about these fills and cuts and I think that you are really well, I can't even explain it, how silly it is. And another thing, there's a good many of us that have been waiting for this decision on this highway for - let's see, how many years is it? Eight years - would that be it - that a gentleman came to the door and wanted permission to run a line across our property? We were happy to do it but we didn't know it was going to drag out eight years and cause us the sale of our property. It's immoral! (Applause)

KEITHLEY: Well, of course none of us like to see this drawn out any longer than possible. As far as our office is concerned up here, we would like to get it under way. There has been considerable delays in this recently due to the complexity of the design. Now one thing I might point out is, as far as the delays that we have encountered, this area through Hungry-Horse-Coram is a pretty complex design. It is considerably more difficult than a lot of our rural design; it takes longer to design. Like you said, we have quite a few alternates in here that we have looked at over a period of years to try to come up with what we consider to be the best design. I wouldn't make any attempt to justify any delay but I think the feeling of the entire Highway Department and the Highway Commission is that this will be pursued to a conclusion and let to contract as soon as possible. I think our design people receive considerable pressure to get this thing out, don't they Gordon?

TEETERS: I don't think the design people have driven this highway in the winter along the road.

CUSORTOME: My name is Max Cusortome and I am representing myself but I am interested because of the Canyon Community Church, of which I am Pastor. I have two questions; when the existing signs or businesses are moved or bypassed, what compensation is made, and what are the regulations for replacing the signs or businesses along the new highway in regards to the new outdoor advertising laws? And the second question, about which we have had no discussion, what accesses will be provided for turnoffs to the businesses, residents or other locations on and off the highway? What are the proposals for getting onto this four-lane highway for the people who live in these communities?

KEITHLEY: Well if you would, I'll have you stay up here just so that you can refer to your list and remind me if I forget some of those questions. One of your questions was, what was the compensation to businesses that were bypassed? Is that correct? Okay, now I think to answer that is, previously the only people who will receive any compensation are people who we acquire right of way from. If we don't acquire right of way from someone, they don't receive any compensation, so the answer to your question would be no; people that are bypassed, which aren't affected in right of way taking, would receive no compensation.

CUSORTOME: How about their signs now? If they have the signs on the present highway, are they going to be allowed to put these signs up and at least advertise their businesses somewhere else?

KEITHLEY: Well, this advertising - this new advertising law - I don't know if it is completely defined. I am not completely familiar with it. However, I will attempt to answer that question if some of

our right of way people are more familiar with this.

- THOMAS: We discussed this at a right of way seminar recently and it hasn't been . . . the new law hasn't been defined, I know, for the signs in the future, and how the Department of the Highway will handle it I don't know yet. The new signs will have to be 660 feet back from the right of way. This is nationwide and who is going to pay for relocating them-that is something that hasn't been decided yet. Now, wait a minute . . . that is, except on your own. If you have a business, you can put the sign on your property. On your own property you can put it anyplace you want to. This is the way I understand it, but if you have a sign on a ranch, or something ten miles down the road advertising your motel, those are the signs that have to be relocated. If you have on-premise signs, as I understand the new program, they can be kept there.
- CUSORTOME: But no decision has been reached yet insofar as giving people right of way for the existing signs that they have on the present Highway No. 2; on the new locations?
- THOMAS: You mean on highway right of way? The signs aren't allowed on highway right of way.
- CUSORTOME: No, I know that, but I mean, insofar as the locations where they are now; if the people's businesses are bypassed and if they have to then depend entirely on advertising and their sign has to be 660 feet away, it's going to have to be the size of a semi-truck or better.
- THOMAS: That's right. That's the way I understand it, but like I say, this program hasn't been fully defined. I'm not sure just who is going to handle it or what part of the Highway, but a decision will be made and will be advertised in the newspapers, I'm sure.
- CUSORTOME: Could you perhaps enlighten me then on the second part; maybe the designer? I am interested in these accesses where kids get onto the highway and get across the highway and where we who drive to work or to and from businesses - how will we get onto this highway? What will be provided? Will there be stop signs; stop lights? What will be the situation?
- KEITHLEY: You mean in the way of approaches?
- CUSORTOME: Right. And, how will the people get off the highways, say if they are going to a restaurant here in Hungry Horse or something?
- KEITHLEY: Now as I understand your questions, you are asking, what will be the connection between the old highway and the new highway and what will the approaches be from abutting property onto the new highway? Is that right?

CUSORTOME: Well, let's narrow it down, irregardless of where the new highway goes - to the right, to the left, east or west. If there is a ten foot emergency strip or something off there, how will the people get off the highway to a business? Will there be a . . . will they be going just across this emergency strip or how will this be? Will there be approaches at the intersection, such as out here, to turn off to one of the gas stations or something?

KEITHLEY: Of course now, maybe one of the best ways I can answer that question is to refer you to U.S. Highway No. 2 in Kalispell. Now it doesn't have the 20-foot median; however, the rest of it will be the same. You will have 10-foot shoulders on it. You can't have direct approaches onto the highway. On all this 10-foot safety strip, if we could refer to it as a safety shoulder, however all it is is a 10-foot shoulder, you would have an approach coming onto the roadway so you get onto the approach, drive across the shoulder onto the driving lane and down the highway. This doesn't present . . . the shoulder doesn't present any problem as far as access.

CUSORTOME: Where will the approaches then be located?

KEITHLEY: Private approaches are worked out with the landowners when we acquire right of way. We can't deny anyone access to the highway. If we do, we have to pay for it, so our policy on approaches for this roadway will be the same as what we are doing everywhere else. There won't be any stricter policy on approaches to private property on this project than any other project.

CUSORTOME: And how about county road approaches?

KEITHLEY: They will be maintained.

ANDERSON: Thank you, sir. Someone else have a comment? Yes, sir.

HOPPE: I'm Bill Hoppe from Martin City and I have probably spent more time along the river between Coram and Hungry Horse than anybody around here and is the Highway . . . are they aware that the whole riverbank is full of springs?

KEITHLEY: Now we have had that problem brought to our attention and we had our geologist take a look at it and I am trying to remember, roughly off the top of my head, what they came up with. Blackie, do you recall? But, as I recall it, they felt that there wouldn't be any problem there. Now I think this is . . . we can move over here to the display. This is the area in here?

HOPPE: I'm talking about between Hungry Horse and Coram, yes.

KEITHLEY: Okay. This is down in this area west of Martin City?

HOPPE: Right.

KEITHLEY: Now we had . . . I say we had our geologist look at it. They furnished our designers a report which I didn't get a copy of, but as I recall it, they felt that there wasn't a serious problem there.

HOPPE: Well, I know every year the bank has caved in more and more and what is that going to do to the highway in years to come; on this proposed route?

KEITHLEY: Well, I think right in here we're not right up against the bank and, like I say, I don't have the geologist report - it wasn't submitted to me. However, I think the consensus of the report was there wouldn't be a serious problem.

HOPPE: Well, another thing too, is what are you going to do, cut the trees down along the right of way if you have this proposed route?

KEITHLEY: Of course, we would have to clear the right of way in order to build the roadway. It would be impossible to do it without.

HOPPE: Right, but what about the trees? What about the trees over the riverbank?

KEITHLEY: The trees over the riverbank?

HOPPE: Yes. How are the people going to see over them? They say the scenic route for the "tourist"

KEITHLEY: Well, here again I think maybe one of the best things to do would be to take a look at this on the detailed cross sections. What we have tried to do through this bench is, basically, to put this into what we call a daylight section and by that I mean the section is all cut. This would all, basically, be a small cut near the top of the riverbank daylighted and this is why we call it daylight. It isn't a through cut; it doesn't have a cut slope on both sides. One side goes all the way out to the river, which would expose that. I assume that it might be necessary if we had, in specific areas, an excessive tree screen which would block out the river - it might be necessary that we go through a thinning project. I don't think this would be total elimination of trees.

HOPPE: Another thing. I have lived up here all my 25 years and I have seen these roads awful slick and what is to prevent a car from going over into the river, which is quite a drop? I would say between 75 and 100 feet.

KEITHLEY: Well, of course we have this problem in a lot of instances. We use guardrails to prevent that.

ANDERSON: Thank you, sir.

HART: My name is Joe Hart. Again, to pursue a little further what Bill Hoppe brought up. A lot of us get our water from springs along in there. What would the Highway propose to do about that? Would they put us in a new well?

KEITHLEY: Well, anyplace else that we would affect the people's water, we would take care of it one way or another; either buy the place out or drill them a well or something. Where we get involved with water, we take care of it. I don't know what the situations are in these particular springs, whether they are a source of culinary water for anybody or not, but if they are, we will take care of it. And here again, I think we are getting a little bit . . . at least putting me in a defensive position. I'm not really up here to defend this river line. We are up here to obtain your comments, so probably the best thing to do would be to let people that have a comment make one on either one of these lines. I think we have kicked the pros and cons around pretty hard - just what everybody wants, to make a comment; get up and make a statement on it. I don't think there is too much left that we haven't discussed.

HART: Well, I have one other question. You said at the beginning of the discussion that there were several other agencies interested in the River Route. I would like to know who they are, please?

KEITHLEY: Well, I wouldn't say that they have expressed any great desire for one, not to put them on the spot. However, we have reviewed this with both the Fish and Game and the Forest Service. In conjunction with the Forest Service, of course this has to be considered in light of their Wild River Act Study. I don't think they have expressed any opposition to it. I wouldn't want to get them involved in our problem by saying that they have proposed it or supported it, either one, but I would say that it has been discussed with them. I don't think it is proper to get them involved in that particular light.

ANDERSON: Right, Jim.

TONNER: I am Mrs. Tonner and I have lived in this part of the country before there was a Hungry Horse or Martin City and I think my property is probably the property that you are talking about. I want you to know that I definitely favor the River Route.

ANDERSON: You are in favor of the River Route?

TONNER: I am, and I think I own one of the largest springs in that part of the country. I know I have been paying taxes on that ground and I think I have been the largest taxpayer of anybody in that vicinity.

ANDERSON: Very good.

TONNER: And I definitely approve of it. It isn't worth anything to anybody. It's better off to be used and let the tourists enjoy the scenery. Very good, and I want you to know that I approve of it.

ANDERSON: Thank you, mam. Any further comments?

NICHOLAS: My name is John Nicholas. One more question on this river road. I'm in a unique position maybe of being on the verge of constructing a fairly nice home right at the bend, just above the Club Rocco over there. I believe it hits right in the middle of this yellow line. (Laughter). . right about in here on the riverbank in here and, seeing how this isn't decided, if I go ahead and proceed to do this . . . of course, if I could afford it I would put one big enough that would equalize the cost between the two routes there and make it simpler for you. What degree of compensation . . . Do they take care of everything you put into a place like this? I'm planned for a few months and I don't need more than that, maybe.

KEITHLEY: Okay. Since we haven't completed this design and filed right of way plans with the county clerk and recorder, we can't preclude you from building, so if you were to go ahead and build at this time and we took your property, we would handle that like any other right of way take. We would appraise the property, determine what the proper compensation was and make you an offer, just as a normal right of way procedure.

NICHOLAS: Thank you.

ANDERSON: Rather than have everyone come up individually and give their statement on the alternate River Route, or the staked route, how about a show of hands of those in favor of the staked route? We don't usually like to take votes on a particular highway section because the highway user is not represented, but this is a local question right here. Just a moment. Yes, sir. Would you come up to the microphone, please?

BRENEMAN: The original route was already put in. Evidently it wasn't too bad. They told us that it was put in to cause the least damage to all of the people along the road and they followed the road as much as possible. Why don't we just put it right in there and stop all this other argument?

ANDERSON: At a public hearing like this, it being a location and design, we don't like to come with just one line and say that that is going to be it. We do like to have a choice and these lines have been studied and the most feasible ones are shown on the displays. There is quite a bit of concern among the people,

from the way the hearing is going, and we would probably be here all night if we asked everybody to come up and make a statement, so rather than do that and waste all of that time - just as a matter of a showing of hands - all of those in favor of the orange original staked line please raise their hands? Well, that was approximately forty or fifty. All of those in favor of the River Route? That is approximately five to one in favor of the staked route. This is just a matter of record at this particular time; it does not mean that we will go that way, but as a matter of the general opinion of the people at the public hearing themselves. Any further comments? Any discussion on the other alternates along the Lodge Pole area? Yes, sir.

WHEELER: I am William Wheeler, County Surveyor. I am not representing a county; I'm representing myself. I came here in 1945. The road up the dam was located by the Bureau of Reclamation at that time and so I think that most of you people that are here probably came after the dam; came because of the dam construction. Now the only question that I have right now is, what design do you have for the junction of the road from the dam to the No. 2? Will there be overpasses or something for grade separation?

ANDERSON: This is still being studied by traffic. I don't believe we have a design completed on that as yet, do we Blackie? Would you like to comment on that, please?

NELSON: We don't have a final design on that yet. This first part of this project is still in the preliminary stage so we haven't gotten into it, and as far as I know now, the present design calls for an atgrade approach. However, this is very tentative; it is not decided on.

WHEELER: You want to recognize that you have a lot of tourists going up there and unless you have some type of grade separation or light system, you are going to have a good set-up for a bunch of serious accidents. And the other one would be grade separation where you go into Martin City - whichever one you use - because that would be a natural. You would have an overpass in the fill construction in there.

NELSON: I don't know. Where is this one now? Excuse me.

WHEELER: This is at Hungry Horse Dam. Now, when you come down to here, the old road comes over here so you could make a separation in here - this portion - or an underpass when you come back this way.

NELSON: I see. There again, our present plan does call for an atgrade approach. However, like I said before, this is tentative and this could be changed. We don't have a final design. This will

be up to our traffic department to decide this.

WHEELER: I think you may need a traffic count about that time.

NELSON: I am sure we will.

ANDERSON: Thank you, sir. Any further comments? I would like to mention that all of the information we have here this evening is available in either Kalispell or Missoula. I am sure with a phone call to either office, they would make an appointment to talk to you at any time. Also, we will accept any written testimony in the Helena Office for the next ten (10) days to two weeks after this hearing, and that will be made a part of the transcript as well. I am sure that the engineers will be around for a few minutes after the hearing is over to talk over any personal problems with you, if anyone desires. Anything further, Mr. Keithley?

KEITHLEY: One thing that I failed to mention that I should do, is on these 20-foot medians. Now, one reason we provided a 20-foot median was to provide left-turn bays. This is one reason we call for a 20-foot median and this gives us room to provide left-turn bays so the left-turner can get out of the through lane of traffic into the left-turn bay to make a safe left turn. Now this 20-foot median will also give us additional room to where we can design intersections; come up with an appropriate intersection design at Hungry Horse Dam approach road, Martin City and so forth. This is the reason why we have gone to that wide median. I think this is something that is fairly critical, which we haven't brought out to this point. Another item I should bring up. I had a call today from our environmental section and they wanted to have it brought out at the hearing. Another thing we are taking a look at is a possibility of obtaining scenic easements along the right of way. Now here again, this isn't something that will be done; we would just like to advise you that this is a possibility; this is something that we are looking at. When I say it is scenic easement, what I mean by that is that we would try to acquire a strip adjacent to the right of way which would be excluded from development. Now I don't know if this would be total development. I think I might have Kevin Thomas get up here and maybe go into scenic easements a little bit but what we do is acquire an easement. I don't believe we physically acquire the land but we acquire an easement which restricts development to provide a buffer zone along the highway. I think our people and the federal government both feel that this road, being an approach to the park, being one of the more scenic areas of the state, that it would be appropriate, if possible, to acquire these easements - strips - to preclude undesirable development abutting the roadway, which would be visible from the roadway. So I say, this isn't definite but we would like to advise that this is one possibility.

that we are looking at.

ANDERSON: Can we get this on the record, please? That is what we are here for.

SOUHRADA: My question was whether or not . . . I assume that you and the County Commissioners have made the decision, probably at the last meeting, as to the amount of right of way and what the nature of the disposition of the parks and the part that it would have to play in the school district site or . . .

ANDERSON: As far as the school ground improvements you are referring to, yes. Jim explained this at the very beginning, that this has been cleared.

SOUHRADA: That has all been taken care of? Fine, thank you.

ANDERSON: Right.

BOYD: I am Neil Boyd of Hungry Horse. I wondered if any measures had been made in the plans for safe pedestrain crossings in the town of Hungry Horse and Coram where you have the four-lane highway?

ANDERSON: Jim?

KEITHLEY: Of course, this is one thing that we are quite aware of. This has been brought up quite a few times. We did provide what we refer to as the "bouncing ball flashers" for those school crossings. I am sure if we don't provide a safe pedestrain crossing in there for children that everybody in the town of Hungry Horse would be on our backs and we have looked at this specifically on prior plan reviews. I can assure you that we are doing everything possible to provide school crossings.

SOUHRADA: Bob Souhrada of School District No, 6, again. The "bouncing ball" in my opinion, is not a safe school crossing and I think it would behoove any community, large or small, to make sure that you have something better than a "bouncing ball" crossing.

ANDERSON: Thank you for your comment, sir. I am sure that the traffic section is well aware of this and they are making the studies. There will be something provided.

KEITHLEY: Here again, this is true. What we are trying to do there is take care of an existing condition. However, on the new design the real problem in there is sight distance and we are trying to get as much sight distance in those areas as we can. Sight distance beats the bouncing ball, so I will go along with that and this is what were are trying to do; to get some sight distance in there.

ANDERSON:

Any further comments? I know everyone is in favor of getting this project under way as soon as possible. (Applause). I would like to mention that we do have the register over at the door. If anyone did not sign it, would you please do so on the way out? Also, I would remind you again, anyone wishing a copy of the transcript, would you come up and sign this pamphlet? Any further comments? Anyone from the Highway? Everybody is restless so we thank you for your participation this evening. Good night.



BEG. F-257(16)
HUNGRY HORSE - CORAM

SOUTH FORK
FLATHEAD RIVER

US 2
TO COLUMBIA FALLS

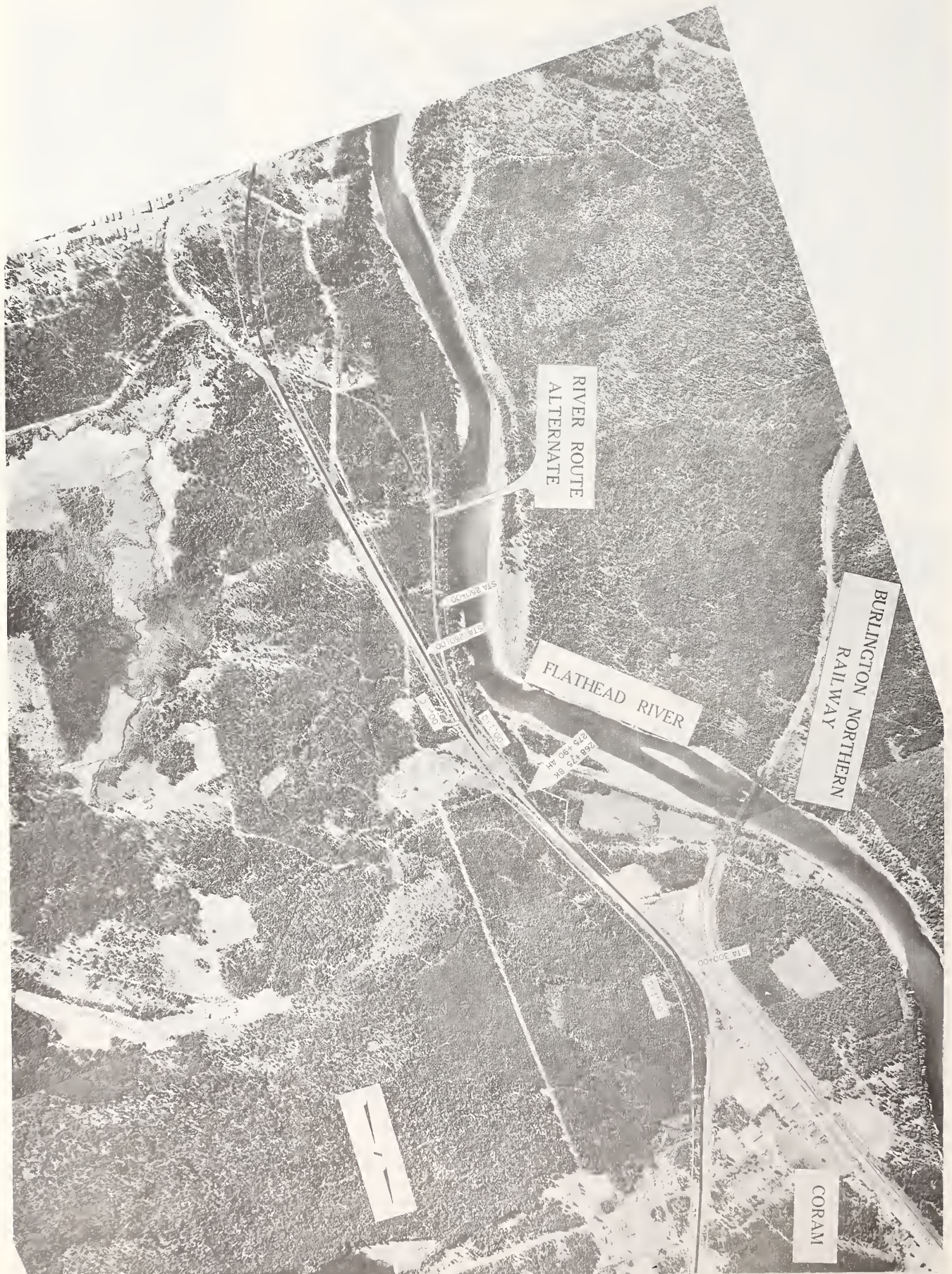
HUNGRY HORSE

TO HUNGRY HORSE DAM

MARTIN CITY

APPROX R W LIMITS

R W LIMITS





END F 257(06)
HUNGRY HORSE CORAM
BEG. F 257(06)
CORAM W. GLACIER

F-257(06)
WEST GLACIER-S.W.

LEGEND
— STAKED CENTERLINE
— RIVER ROUTE ALTERNATE CENTERLINE
--- EAST & WEST ALTERNATE CENTERLINE
--- R.W. LIMITS

END F-257 (16)
 HUNGRY HORSE- CORAM
 BEG. F-257 (16)
 CORAM-W. GLACIER

EAST ALTERNATE

APPROX R/W LIMITS

F-257 (16)
 WEST GLACIER-S.W.

LEGEND

— STAKED CENTERLINE
 — RIVER ROUTE ALTERNATE CENTERLINE
 — EAST&WEST ALTERNATE CENTERLINE
 ---- R W LIMITS



WEST ALTERNATE

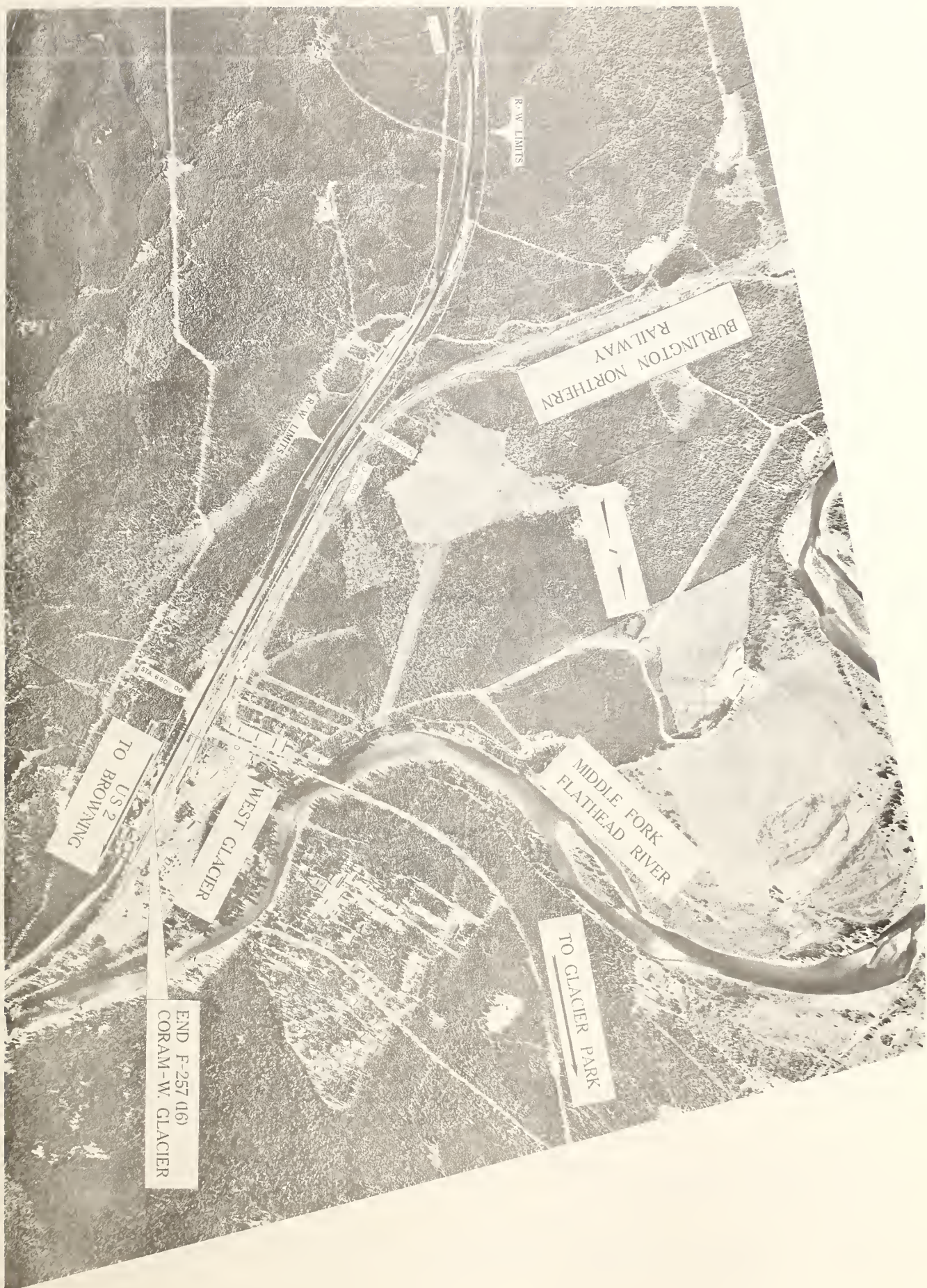
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CORAM W. GLACIER

F-257(06)
WEST GLACIER-S.W.

LEGEND

— STAKED CENTERLINE
— RIVER ROUTE ALTERNATE CENTERLINE
--- EAST & WEST ALTERNATE CENTERLINE
--- R/W LIMITS





John Gardner
Box 343 Martin City
59926 ~~88~~

Donald Anderson
State Highway Comm.

Dear Sir:

We were unable to attend
the meeting at Hungry Horse, so
I have been told to write to you
about our views concerning the
reignment of route 2. through
Martin City which would completely
destroy our property, we would
rather the highway would take
the river route.

Thank You
John Gardner
Ogal Gardner

To Mr Becker

L

Sept. 2, 1971

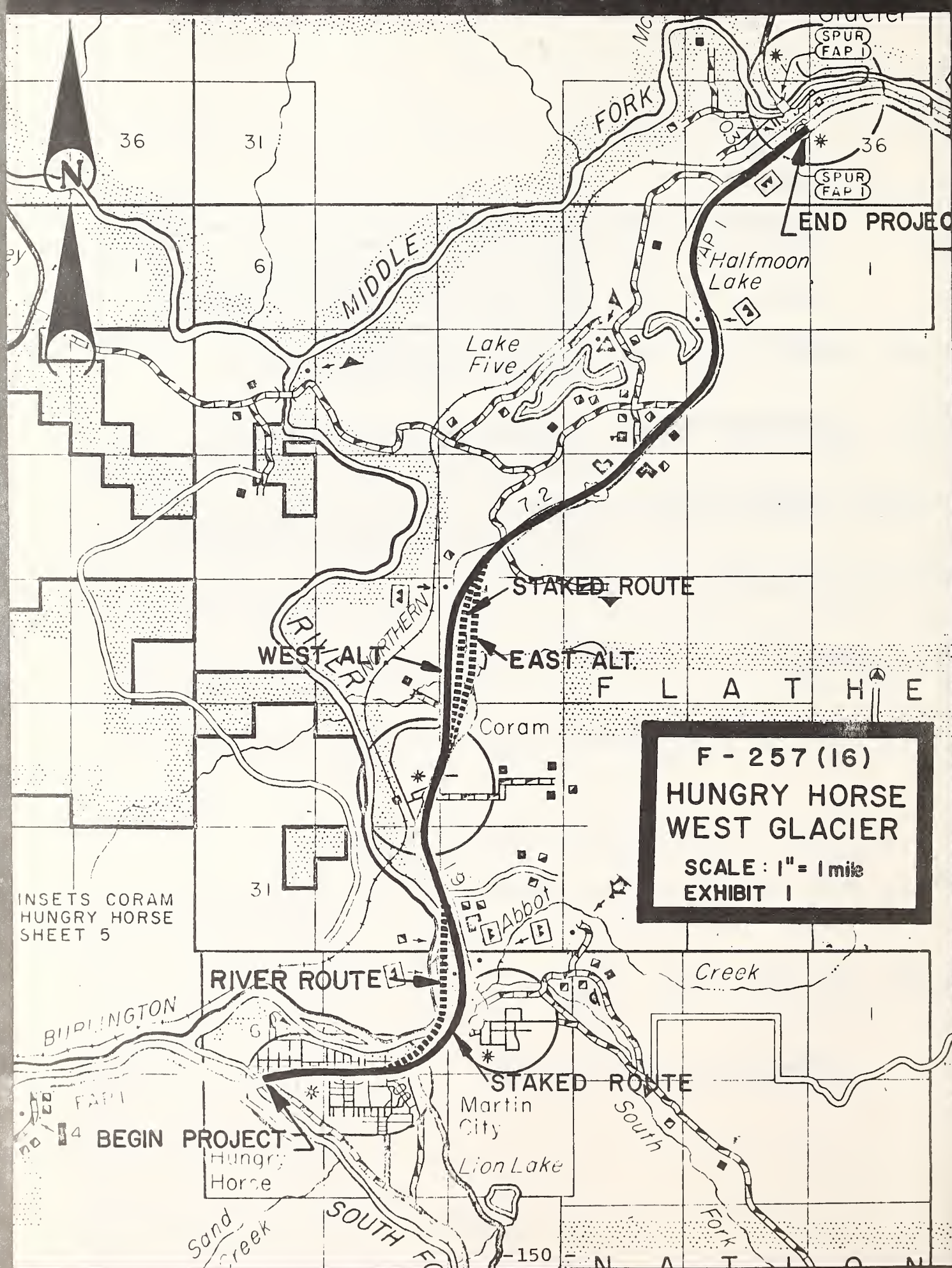


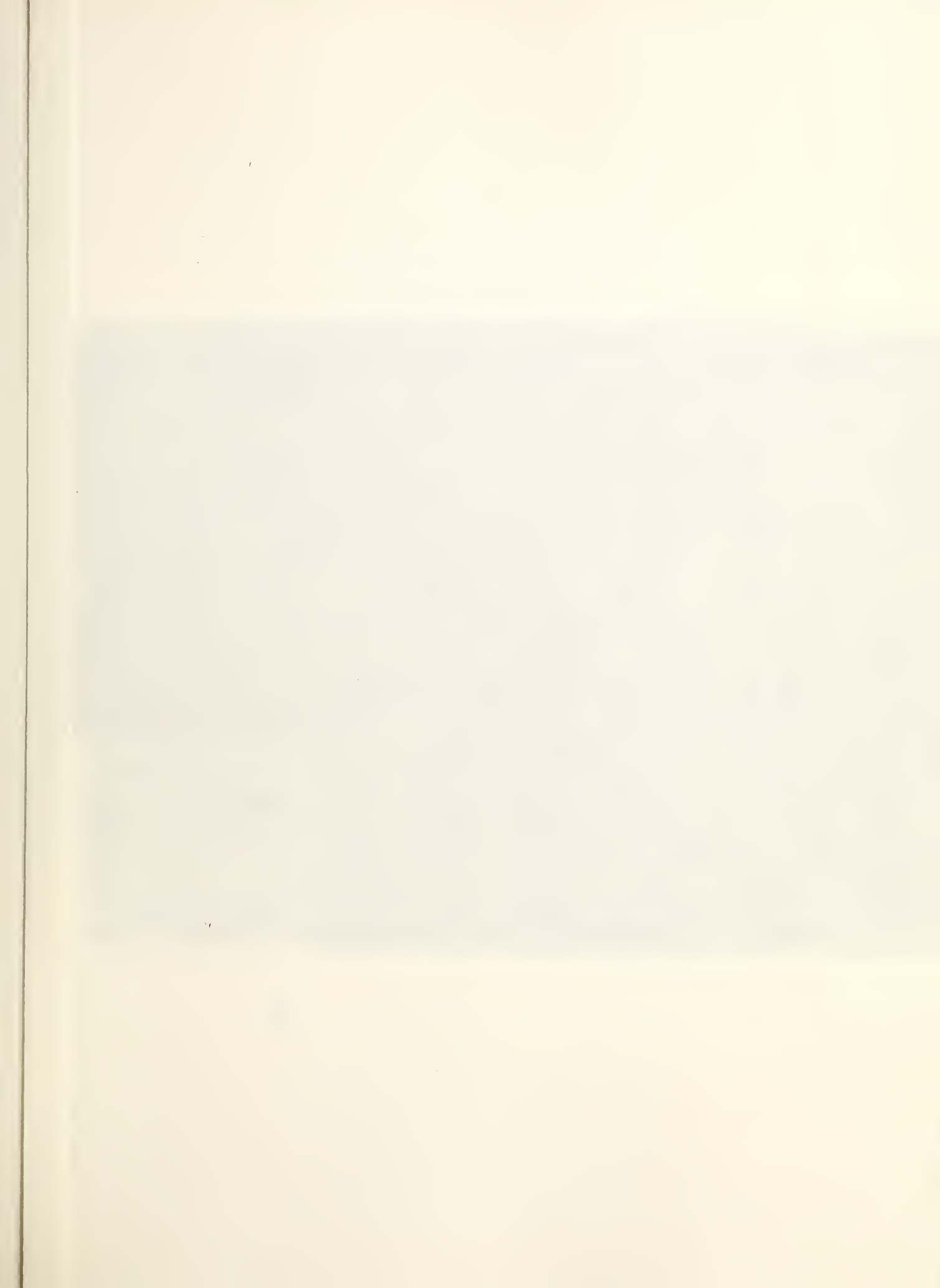
Montana State Highway Commission
Hi, Just to let you know how we
feel about the new highway that is
planned for our area.

We feel that it should be 4 lanes
all the way from Great Glacier + Hungry
Horse. The Truckers - the loggers and
us, all need to make a living during
our summer months and if it is just
two lanes it will throw a little rock
into our area and we won't get very
happy when a logger or trucker are
behind there meaning that Jack Becker and
I or we will wait for a few hours
even. 2nd - When passing lanes through

X. EXHIBITS

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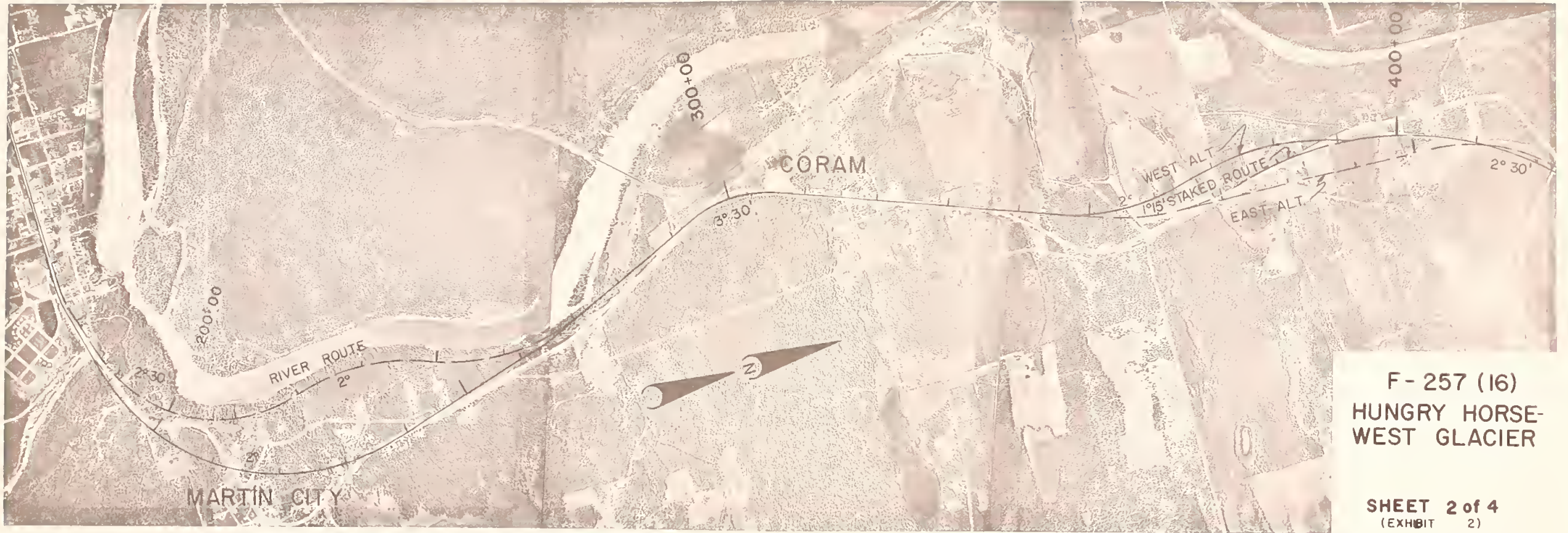






F - 257 (16)
HUNGRY HORSE-
WEST GLACIER

SHEET 1 of 4
(EXHIBIT 2)



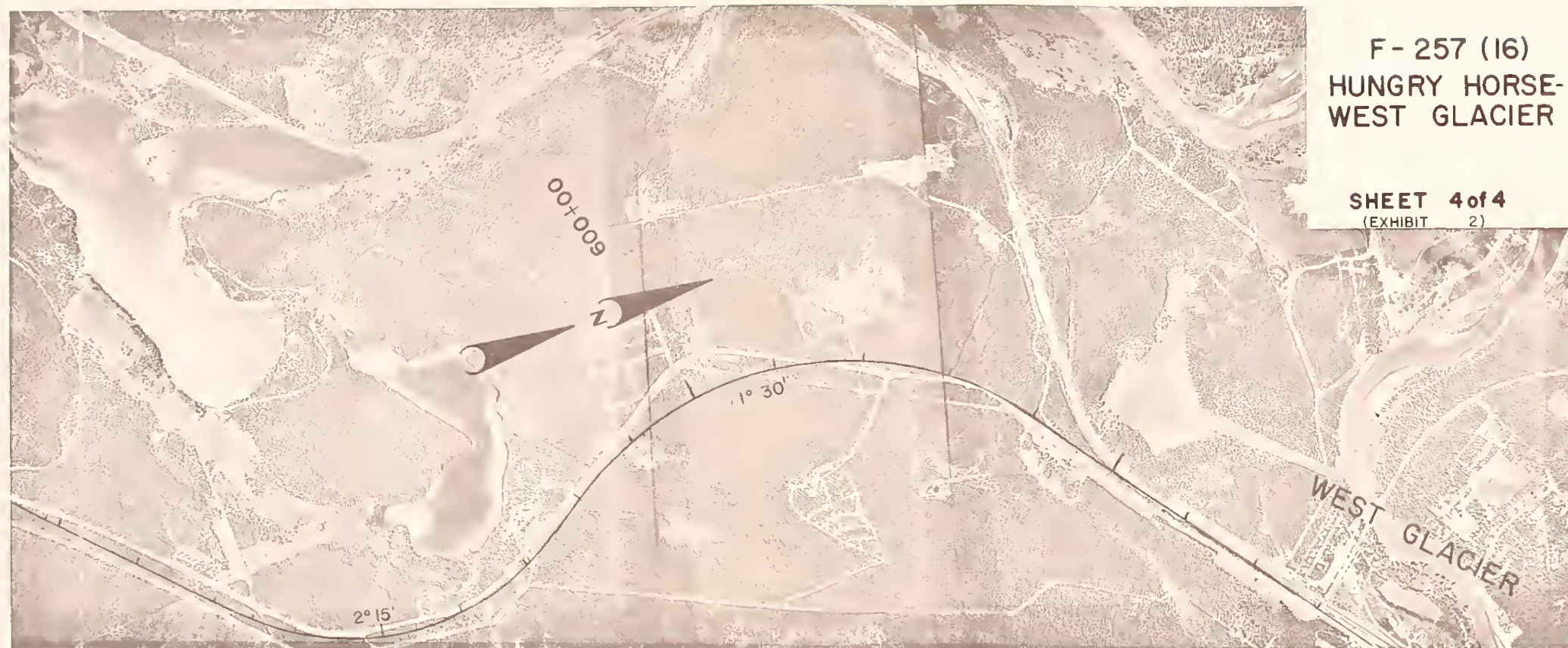
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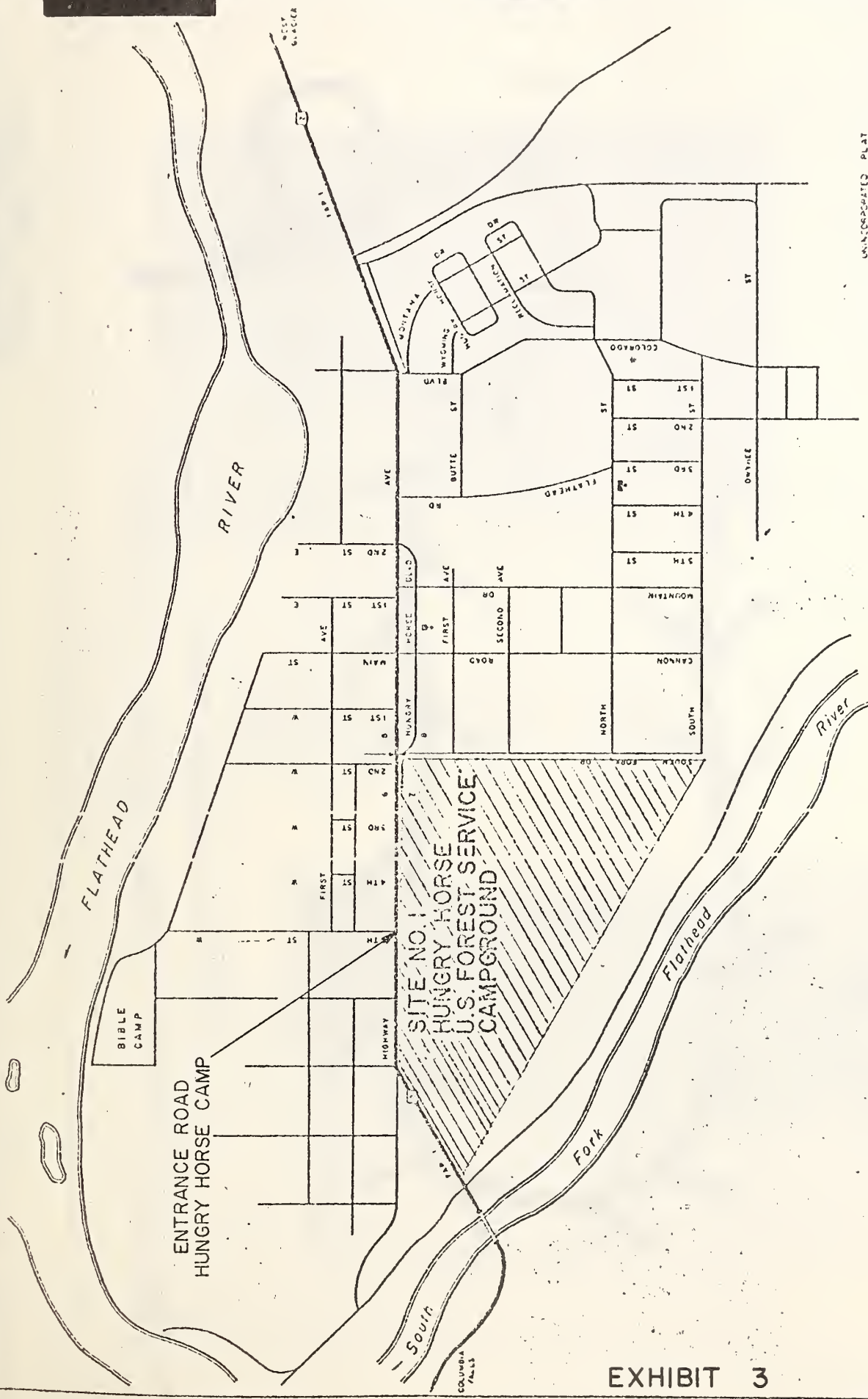
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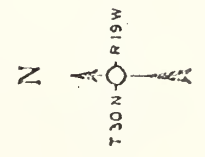
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HUNGRY HORSE-
WEST GLACIER

SHEET 4 of 4
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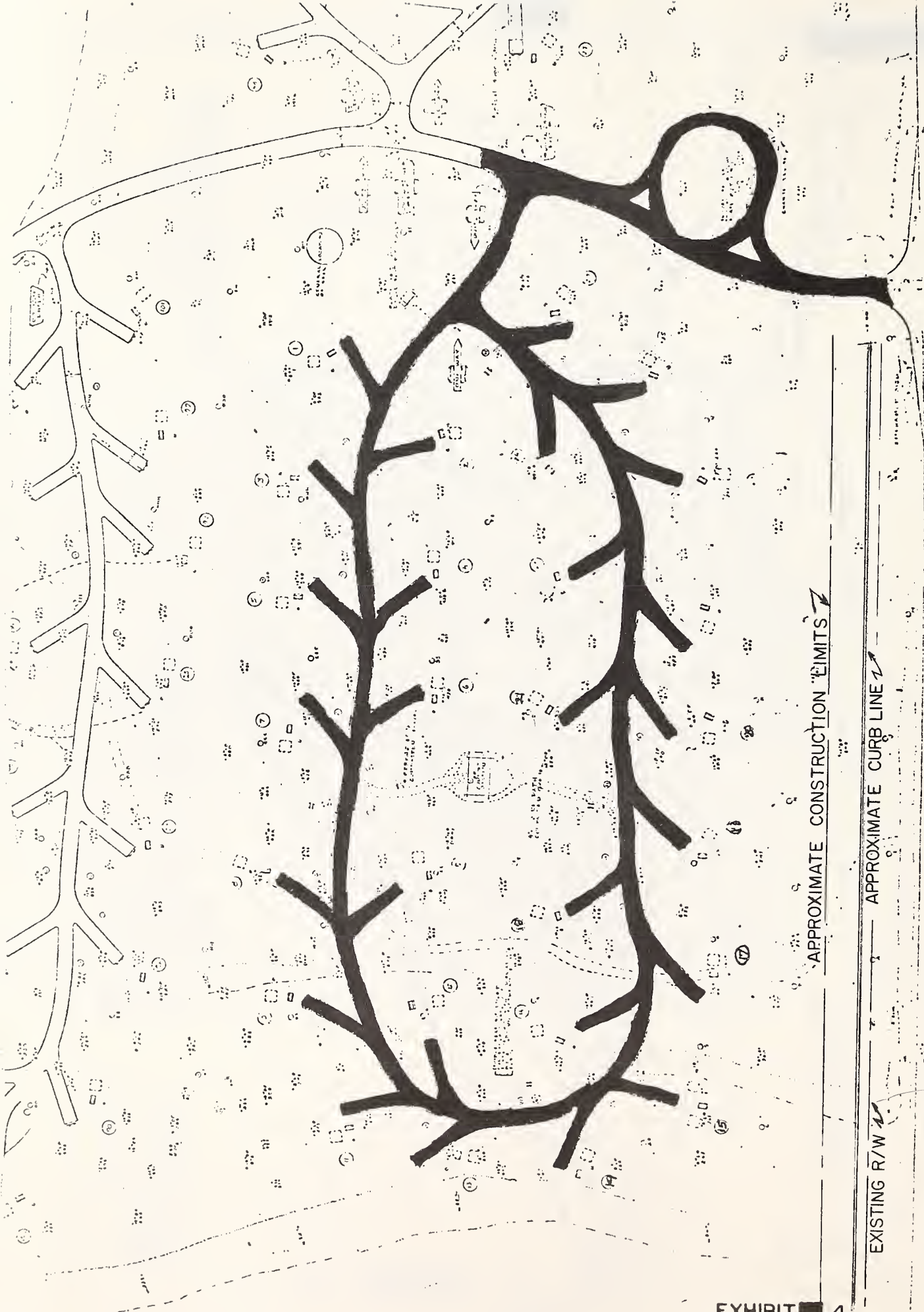




UNINCORPORATED PLAT
HUNGRY HORSE
 FLATHEAD COUNTY
MONTANA
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- LEGEND**
- PROPOSED ROAD
 - GRAVEL OR DRAINED ROAD
 - GRAVEL OR STONE ROAD
 - LOW TYPE PAVEMENT ROAD
 - PAVED ROAD
 - DIVIDED ROAD - TRAFFIC FLOW
 - FEDERAL AID INTERSTATE SYSTEM
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APPROXIMATE CONSTRUCTION LIMITS

EXISTING R/W ——— APPROXIMATE CURB LINE

HUNGRY HORSE CAMP
DEVELOPED SITES

HUNGRY HORSE
CAMPGROUND



CONSTRUCTION CLEARING LIMITS AS REVIEWED
WITH FOREST SERVICE



HUNGRY HORSE
CAMPGROUND



TREE SCREEN FROM
ROAD TO CAMP



VIEW SOUTH
CAMP UNIT 17



Hungry Horse Ranger Station
Hungry Horse, Montana 59919

7750

December 17, 1971



District Right of Way Supervisor
Montana Highway Commission
Box 1224
Missoula, Montana 59801

ATTN: E. E. Mosier

Gentlemen:

After reviewing the construction limit stakes through the Hungry Horse Campground with you yesterday, I find only one camp unit (#17) that will be adversely affected by the reconstruction of U. S. Highway #2.

The impact upon the campground will be minimal with the following qualifications:

1. As long as the clearing limits stay approximately as they are presently located.
2. A dozen or so 6 to 8 foot Douglas-fir or lodgepole pine should be planted in the opening between campground unit 17 and the highway clearing line. This will reduce the impact upon the usable part of the camp to a minimum.
3. During construction, care must be taken to assure that clearing and equipment use does not extend beyond these construction limits.

Under separate cover I am sending a copy of the campground plan as Mr. Mosier requested.

I appreciate Mr. Mosier's making the trip up here to go over this on the ground with me. I am looking forward to working with the construction engineer when the project starts.

Sincerely,

JOHN R. HOOK
District Ranger

RECEIVED
R/W DEPT.
DEC 1 1971
STATE HIGHWAY COMMISSION
MISSOULA, MONTANA

6200-11 (1/69)

EXHIBIT 6

INTER-DEPARTMENTAL MEMORANDUM

MONTANA STATE HIGHWAY COMMISSION

To J. Kevin Thomas, District W/W SupervisorDate December 2, 1971From James J. Keithley, P.E., Division Engr.Subject: F 257(16)Hungry Horse Campground

We have latched the construction limits from 1351 to 1481 per your request of November 24, 1971. We could not latch the R/W limits as Helena advises that R/W limits haven't been set as yet.

It would appear that we could clear construction limits only through the campground to minimize impact on the tree screen. The above could be reviewed with the Forest Service at this time and a determination made on the basis of clearing construction limits only.

Please advise if additional information is needed.

JJK:mec

cc: Ben Miller

Bob Champion ✓

2



Avoid Verbal Instructions

INTER-DEPARTMENTAL MEMORANDUM

STATE HIGHWAY COMMISSION OF MONTANA

To JAMES KEVIN THOMAS, DISTRICT RIGHT OF WAY SUPERVISOR - Date November 11, 1971
MISSOULA

From Edward E. Mosier, Right of Way Agent

Subject: F 257 (16)
Hungry Horse - Coram
Ref: 62-MLN
Re: Sec. 4-F

The above agent contacted Mr. Walter Kasberg, Construction Engineer, U.S. Forest Service, Supervisor's Office, Flathead National Forest, Kalispell, Montana on November 10, 1971.

Mr. Kasberg said he was substituting for the Lands and Recreational people, who are on vacation at this time.

The approach right of Station 136+25 will not have an adverse effect upon the Campground in question. Mr. Kasberg, however, stated the Forest Service was vitally concerned about the "Green Belt" on the right from Station 136+75. to Station 144+00+. They desire to maintain the present growth of Lodgepole Pine as close as possible to the curb line as proposed on the present preliminary construction plans for the following reasons:

1. The present camp sites are within about 130 feet right of the present travelled way edge of the asphalt mat.
2. The present growth of Lodgepole Pine in the area in question is of about a 100 year age class and is providing a good barrier to the camp sites against sight, light, and sound.

They also would appreciate any effort to maintain the present growth of Lodgepole from Station 144+00+ right to the end of the camp site area, Station 148+60+ right. Mr. Kasberg stated in lieu of clearing all of the area involved in the fill areas that the trees can take a fill of 3 feet from the present ground line without any bad effects. They would also appreciate any effort on the Highway's part to warp the cut slopes to save as many trees as possible.

EEM:sp

Attachments

-

Edward E. Mosier

Avoid Verbal Instructions

SITE NO. 2
COUNTY PARK
FLATHEAD COUNTY

UNINCORPORATED PLAT
HUNGRY HORSE
FLATHEAD COUNTY
MONTANA

1960 CENSUS 500

SCALE IN FEET

Year	1990	2000	2010
1990	100	100	100
2000	100	100	100
2010	100	100	100

URBAN EXTENSION BOUNDARY
RAILROAD AND STATION
POST OFFICE
COURT HOUSE
ELEMENTARY SCHOOL
HIGH SCHOOL
HOSPITAL
ELEVATION

LEGEND

FEDERAL AID SECONDARY SYSTEM
INTERSTATE ROUTE MARKER
U.S. NUMBERED ROUTE MARKER
STATE ROUTE MARKER
OTHER ROUTE MARKER
CORPORATE BOUNDARY LINE
NON-EXISTENT DEDICATED STREET
CENTRAL BUSINESS DISTRICT

FAS

PROPOSED ROAD
GRADED AND GRAINED ROAD
GRAVEL OR STONE ROAD
LOW TYPE BITUMINOUS ROAD
PAVED ROAD
DIVIDED ROAD - TRAFFIC FLOW
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM

FBI
FAP

EXHIBIT 9



TRACT B
VIEW TO WEST
IMPROVEMENTS & SHADE TREES



TRACT C
VIEW TO WEST
TOURIST ATTRACTIONS



TRACT D
VIEW TO WEST
UNDEVELOPED PARK

INTER-DEPARTMENTAL MEMORANDUM
DEPARTMENT OF HIGHWAYS

To PRECONSTRUCTION SECTIONFrom RIGHT OF WAY SECTION

F 257 (16) PE
Hungry Horse-Coram
Subject: Ref: 62 - MLN

Date March 22, 1972

Attached for use in our Final Environmental/Section 4(f) Statement, is a copy of a letter from the Flathead County Commissioners stating their concurrence with our proposal to develop playground facilities in compensation for portions of Hungry Horse Park to be acquired for highway construction.

REC:JH:sb
Attachment

Date Recd. Preconst. <u>3-22-73</u>		Act	Info	MAIL ROUTE	Attach	Initial
				30		
				30 Photogrammetry		
				30 Surfacing Design		
				30 Environmental		
				31 Contract Plans		
				32 Loc. - Road Design		
				33 Eng. Specialties		
				34 Hydraulic		
				36 Traffic		
				37 Pub. Hearing		
				38 Sec. - Urban		
				39 Consultant Design		
				File		

2 Ea

**FLATHEAD COUNTY
BOARD OF COMMISSIONERS**

P. O. Box 1000
KALISPELL, MONTANA 59901

JOE A. DE LONG
CLIFFORD E. HAINES
MELFORD R. WOLLAN

March 21, 1973

State of Montana
Department of Highways
Helena, Montana

Re: F257 (16) PE
Hungry Horse-Coram
62 - MLN

Gentlemen:

We concur with your proposal as stated in your letter of March 16, 1973 to the effect that in compensation for the stretch of Hungry Horse Park you will develop the playground facilities at the Hungry Horse School by providing the necessary grading and surfacing for the construction of a double basketball court, 100' x 100', and a double tennis court, 100' x 120'.

We hope this will be sufficient. If you have any questions, please feel free to contact us.

Sincerely yours,

BOARD OF COUNTY COMMISSIONERS

By Joe A. DeLong
Joe A. DeLong, Chairman

JAD:lf

cc: Mrs. Irene Shafer, Hungry Horse, Montana

MAR 22 1973	
FILE	ROW SECTION MAIL ROOM
	60 Supervisor
	61 Permits
	62 A SUBMIT
	62 B SUBMIT
	62 C SUBMIT
	62 D SUBMIT
	62 E SUBMIT
	62 F SUBMIT
	62 G SUBMIT
	62 H SUBMIT
	62 I SUBMIT
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	62 Z SUBMIT

March 16, 1973

Flothood County Board of Commissioners
P. O. Box 1000
Kellispell, Montana 59901

F 257 (16) PS
Hungry Horse-Correm
Ref: 62 - KLN

Dear Sirs:

The local office of the Federal Highway Administration has notified us that in the text of our Final Environmental/Section 4(f) Statement, we should provide evidence of an agreement with the county concerning compensation for the portion of Hungry Horse Park to be acquired for highway construction. We therefore request your written concurrence of the following proposal: In compensation for the strip of Hungry Horse Park to be acquired, it is our proposal to develop the playground facilities at the Hungry Horse school as discussed in previous correspondence. Our development will consist of providing the necessary grading and surfacing for the construction of a double basketball court (100' x 100') and a double tennis court (100' x 120').

These items were recently discussed with Hungry Horse Principal, Mr. Cliff Nelson, and District #6 Superintendent, Mr. Robert Souhradu, and it appears to be their feeling that these are the two improvements that we should concentrate on.

Your cooperation in this matter will be appreciated.

Sincerely yours,

H. J. ANDERSON
DIRECTOR OF HIGHWAYS

By _____
Robert E. Champion, P.E.
Supervisor - R/W Section

REC:JH:sb

INTER-DEPARTMENTAL MEMORANDUM

MONTANA STATE HIGHWAY COMMISSION

Kalispell

To James J. Keithley, PE, Supv-Div Const Section

Date March 1, 1973

From Howard Stockwell, Div Ofc Eng

Subject: F 257 (16)
Hungry Horse-Coram

Following is the substance of a meeting held at 2:30 P.M. Wednesday, February 28, 1973 in Columbia Falls with myself, Hungry Horse Principal Mr. Cliff Nelson and District #6 Superintendent Mr. Robert Souhrada relative to proposed construction of recreation facilities at Hungry Horse Elementary School in lieu of payment for park land taking for subject project. The school is .4 miles right of approximate station 155.

As stated in Mr. Larsons memorandum of January 25, 1973 they were interested in a baseball field and combination tennis court, basketball court, however, it is apparent that the \$6,000.00 would not be sufficient to build all 3 facilities, therefore, it was the opinion of the above school officials that rather than risk the possibility of having some of the facilities unfinished that they eliminate the baseball field and concentrate on a double basketball court (100' x 100') and a double tennis court (100' x 120').

It would appear that this could be accomplished for approximately \$6,000.00, based on the following estimate.

Double Tennis Court (100' x 120')

1½" Base Course @ \$2.00/ton (2750#) = 260 tons 4" depth	\$ 520.00
3/4" Top Surf Gr 2A @ \$2.10/ton (2700#) = 260 tons 4" depth	546.00
Plant Mix Type 3 @ \$5.00/ton (128#/.1/Sq Yd) = 175 tons .2' depth	875.00
12' Chain Link Fence 11 Ga. DT 1 Tennis: 200 Lin Ft @ \$8.00 =	1600.00
	<u>\$ 3541.00</u>

Double Basketball Court (100' x 100')

1½" Base Course @ \$2.00/ton (2750#) = 220 tons 4" depth	\$ 440.00
3/4" Top Surf Gr 2A @ \$2.10/ton (2700#) = 220 tons 4" depth	462.00
Plant Mix Type 3 @ \$5.00/ton (128#/.1/Sq Yd) = 148 tons .2' depth	740.00
	<u>\$ 1642.00</u>

This totals \$5,183.00 and assuming the estimated bid prices are realistic would leave approximately \$800.00 for watering, rolling and blade work and if possible they would like the pipe standards for basketball goals and tennis nets to be furnished and set. I told them we didn't want to get involved with all the small non-typical construction items such as netting, hardware, marking and a special asphaltic seal which is required on a tennis court. They agreed that these items could be taken care of by the school district.

The subsoil in the proposed area could not be observed due to snow and ice cover but I was assured that it is gravelly with light topsoil covering. The area is flat, consequently would require a minimal amount of blading to remove the vegetation and establish a true flat grade. Considerable level work would be required to maintain a flat grade through the surfacing courses.

These gentlemen are very congenial and cooperative and I'm sure would be receptive to any reasonable deviations that may be required due to cost, etc..

HS:mec

Howard A. Stockwell

Avoid Verbal Instructions

P. O. Box 1000
59901

CLIFFORD E. HAINES
WILLIAM H. KNAPTON
JOE A. DE LONG
CLAREN E. MILLHOUSE
CLERK

May 26, 1972

Robert E. Champion, P.E.
Supervisor - R/W Section
Montana Highway Commission
Helena, Montana

Re: F 257(16) PE
Hungry Horse - West Glacier
Ref: 62 - MLN

Dear Bob:

I finally arrived at the location for the recreational area we have been in consultation with your department on at Hungry Horse school site. I am enclosing a rough sketch which I secured from School Superintendent Souhrada. This will determine the location they have allotted for this purpose.

They did not give me an answer earlier depending on the bond issue which has now been voted down. We hope you have waited patiently, and that the enclosed sketch will satisfy you as a reply to your letters of April 18 and May 10 of this year.

Very truly yours,

BOARD OF COUNTY COMMISSIONERS

By William H. Knapton
William H. Knapton, Chairman

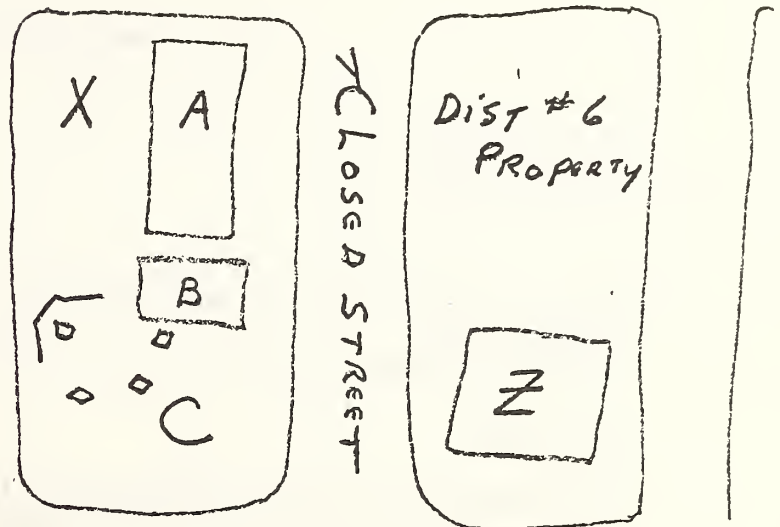
WHEK: 1f

Enclosure

Date Rec'd		MAIL SECTION MAIL ROUTE	3/17/50
17	1	60 SUPERVISOR	3/17
2		61 SA S. H.	
3		62 P. H. U. I.	
4		63 A. H. H. I.	
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HUNGRY HORSE ELEMENTARY SCHOOL Dist. #6

NORTH ↑



A = EXISTING FACILITIES

B = POSSIBLE AREA TO BE
BLACK TOPPED FOR TENNIS COURTS &
BB CRT.

C = POSSIBLE AREA FOR
PEE WEE BASEBALL DIAMOND

X = LOCATION OF EXISTING playground
equipment.

Y = CLOSED STREET PLAY AREA

Z = SITE FOR POSSIBLE Bldg for future

August 25, 1971

F 257 (16) PE
Hungry Horse - Coram
Ref: 62-MLN

Flathead County Board of Commissioners
P. O. Box 1000
Kalispell, Montana 59901

Gentlemen:

In reference to our letter of June 17, 1971, we would greatly appreciate your early attention to our request for additional information.

In order to complete the design and meet the letting dates for construction on the above-captioned project a decision on the status of the park land affected is required.

If there are any questions concerning the park land and our request, please don't hesitate in contacting us.

Very truly yours,

LEWIS H. CHITTIN, P.E.
State Highway Engineer

By _____
Robert E. Champion, P.E.
Chief Right of Way Agent

REC:D/C:nm

cc: Prec nstruction Division
Missoula Dist. R/W Supr.
Missoula Dist. Engineer

June 17, 1971

F 257 (16) PE
Hungry Horse - Coram
Ref: 62-MLN

Flathead County Board of Commissioners
P. O. Box 1000
Kalispell, Montana 59901

Gentlemen:

In reference to your letter dated April 21, 1971, advising us of the public meeting held on the evening of April 14, 1971, concerning the public parks in the town of Hungry Horse, we are requesting additional information.

The State is required by law to complete certain requirements for highway projects that intersect or disturb an area where there is a public park. These requirements include obtaining the consent of the controlling agency, making every effort to minimize harm to the remainder, buy replacement lands, explore alternatives, etc.

Due to the abundance of recreational lands in the Hungry Horse area and your choice of improving existing playgrounds in lieu of replacement, we can proceed in one of the following ways:

1. Payment of just compensation for the park land taken based on a current appraisal. This would permit the county to contract local contractors to make park improvements. Preliminary estimates indicate compensation will be between \$5,000 and \$6,000.
2. Specify a location and furnish detailed information on the improvements contemplated to be done by the State. This should be comparable in cost to the appraised value of the land taken.

(continued)

Flathead County Board of Commissioners
P. O. Box 1000
Kalispell, Montana 59901

2

F 257 (16) PE
Hungry Horse - Coram
June 17, 1971

Under either of the two preceding options we will need a statement consenting to the taking of the proposed strip (20') off the park and a definite commitment from you that any compensation received will be spent in the immediate area for park improvements. Either option also requires a definite plan that may be preliminary.

Your attention to furnishing the necessary consent, improvement plan and choice of the options mentioned will be appreciated. If additional information is required, please let us know.

Very truly yours,

LEWIS M. CHITTIN, P.E.
State Highway Engineer

By

Robert E. Champion, P.E.
Chief Right of Way Agent

REC:HLH:mm

cc: Preconstruction Division
Missoula Dist. R/W Supervisor
Missoula District Engineer

- ■ -

MONTANA STATE HIGHWAY COMMISSION

To CHIEF RIGHT OF WAY AGENT

Date June 8, 1971

From DISTRICT RIGHT OF WAY SUPERVISOR - MISSOULA

Subject: F 257 (16) P.E.

Hungry Horse - Coram

Ref: 62-MLN

Attached hereto please find memorandum from Agent Lowell Meyers to myself, covering requests contained in your memorandum of May 21, 1971, on subject project.

If we can be of further help in regard to this matter, please advise.

JKT:mw

Attachment:

Date Rec'd		JUN 9 1971	
3-4	INFO	R/W DIVISION	INIT.
		MAIL ROUTE	
		60 C P/W Agent	
		61 SA C R/W Agent	
1		62 Plans & Progs	
		63 Appraisal	
		64 Negotiation	
		65 Utilities	
		66 Loans & Rec.	
		67 A C R/W Agent	
Gen.		FILE	Proj.
Per.			Util.

Avoid Verbal Instructions

REPORTER PRtg. & SUPPLY CO.

STATE HIGHWAY COMMISSION OF MONTANA

To District R/W Supervisor

Date June 8, 1971

From L. W. Meyers, R/W AgentSubject: F 257 (16) P.E.
Hungry Horse - Coram
(MLN-62)

Your memo dated 5/21/71 requested further information regarding the 4(f) on the above project.

Question #1 was the R/W cost estimate of the part taken of the park land.

Two sales of lots, one in Block 1, and one in Block 3, indicate a range in value from 28 to 37 cents per sq.ft. The larger value was from the sale of lots on Highway #2. The lower range also included lots on the next street north. The breakdown of the contribution of frontage lots and back lots could account for the wide range in values. Therefore, the 37¢ range will be used because it is indicated from the sale of frontage lots only.

The area taken would be 16,000 sq.ft. @ .37¢ = \$5,920.00

Question #2 - Compare this cost with the request of the people at the public meeting.

The Flathead County Commissioners in their letter to the State Highway Engineer dated April 21, 1971, states the money would be used to "develop playgrounds at the Hungry Horse School." They were very careful not to mention any specific type of equipment or use of the money, and were surprised to hear of the tennis court and ball park.

When checking with the City of Missoula Park Superintendent, and Missoula School Superintendent, I was informed that a tennis court complete with seal coats and fences costs \$8000.00. The one contracted for last year came to \$24,000.00, which was for 4 courts within one fence.

No one could give me the exact location of the proposed new ball park, and therefore it is impossible to estimate the cost of grading and clearing an area.

Question #3 - Exact location of proposed playground area

Attached is a copy of the quit claim deed from G.S.A. to the Hungry Horse school for additional ground required for the proposed new consolidated schools. It is assumed that within this area will be the playground area.

Laurel W. Meyers
Avoid Verbal Instructions

INTRA-DEPARTMENTAL MEMORANDUM

STATE HIGHWAY COMMISSION OF MONTANA

To _____

Date June 8, 1971

From _____

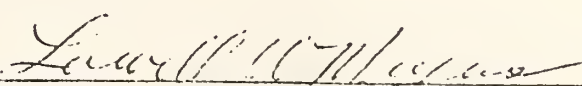
Subject: F 257 (16) P.E.
Hungry Horse - Coram

Page 2 -

In the process of confirming sales and other information, it was quite evident that some people were very much opposed to spending park money on school property. One party stated he would petition the court to stop construction of the highway if the money for park land was spent on school development.

The park department has other land, and they want that land developed so it will be available to the public at all times.

LWM:mw
Attachment:


Avoid Verbal Instructions

Missoula District R/W Supervisor

May 21, 1971

Chief Right of Way Agent

F 257 (16) PE
Hungry Horse - Coram
Ref: 62-MLN

Attached is a letter dated April 28, 1971, from the Preconstruction Engineer outlining the alternates on the above-captioned project and stating that Alternate No. 3 would be the most desirable solution from an engineering standpoint.

As stated, Alternate No. 3 will involve 4(f) and we are requesting the following information so that FHWA approval may be obtained:

1. We will need a R/W cost estimate for the 20 foot strip of right of way that we will be taking from the parks. Please note that the people did not want to narrow Hungry Horse Boulevard.
2. Please compare this R/W cost with the request by the people present at the Flathead County Commission meeting to have the Highway Commission grade a baseball field and tennis court and provide an asphalt surface for the tennis court.
3. We will also need to know the exact location and size or legal description of both the baseball field and tennis court.

As stated in the report, the public's suggestion to provide the improvements to another area instead of finding a new park may be an acceptable solution for 4(f) if the cost for providing the improvements is not too excessive.

At this time we do not know where the baseball field and tennis court are, but we have been told it is somewhere near the school.

If further information is required regarding these requests, please advise.

REC:DWC:nm

Attachment

cc: Preconstruction Division

13	1000	R/W DIVISION	MAIL ROUTE
14	1000	STATE HIGHWAY	COMMISSION OF MONTANA
15	1000	Gen.	Par.
16	1000	FILE	Util.

INTERDEPARTMENTAL MEMORANDUM

STATE HIGHWAY COMMISSION OF MONTANA

To R.E. Champion, P.E., Chief Right-of-Way Agent Date April 28, 1971

From G.O. Powers, P.E., Preconstruction Engineer Subject: F-257 (16)

Hungry Horse-Coram
Ref: 62-MLN

Attached are six (6) translite prints, six (6) sets of plans through Hungry Horse and a letter dated April 21, 1971 from the Flathead County Commissioners. This is for your use in obtaining 4 (f) clearance from the Federal Highway Administration as outlined in your procedure memorandum dated April 21, 1971.

We are also attaching other pertinent correspondence and a brief history of this 4 (f) problem that can be used as support for your report to the Federal Highway Administration.

Three alternates have been studied consisting of the following:

1. Couplet system utilizing existing highway Number 2 and Hungry Horse Boulevard.
2. Four-lane 72 foot curb to curb section without turning bays.
3. Four-lane 88 foot curb to curb section with turning bays.

Alternate Number 1, utilizing the couplet system was studied. This system would consist of the westbound lanes being constructed within existing highway right-of-way and the eastbound lanes being constructed within the existing Hungry Horse Boulevard right-of-way. The park areas would be left undisturbed, but would not eliminate the 4 (f) problem because new right-of-way would have to be purchased through an existing Forest Service Campground on the west end. New right-of-way would also have to be purchased on the east end which would adversely affect the Forest Service Complex. This alternate is also the most expensive of the three.

Alternate Number 2, consisting of a 72 foot curb to curb section, utilizes two 10 foot parking lanes, four 12 foot driving lanes and a four foot median. A minimum 12 foot border strip would also be provided on each side. This alternate would leave the park areas undisturbed other than a possible slope permit that might be required to blend our border strip into the park area. Our border strip would be used primarily for signing purposes and would actually provide a greater park area.

(CONT) Avoid Verbal Instructions

Page 2

April 28, 1971

Alternate Number 2 was discarded because of the heavy left turn movements encountered during the tourist season. Left turn bays cannot be adequately provided with a 72 foot curb to curb section. It is felt that a more hazardous situation would be built into the new highway than what now exists.

Alternate Number 3, consisting of a 88 foot curb to curb section, utilizes two 10 foot parking lanes, four 12 foot driving lanes, and a 20 foot median. This section would provide the necessary left turn bays, but would encroach on the park areas. A 20 foot strip of new right-of-way would be required from the park areas. A 16 foot border strip would be provided between the curb and park areas.

Alternate Number 3, is the most desirable solution from an engineering standpoint, but the 4 (f) problem is involved. As a solution to the 4 (f) problem, it was recommended that the 100 foot Hungry Horse Boulevard be narrowed to 80 feet and the remaining 20 feet be used as replacement to the park for the 20 feet taken by the highway. The highway would then be required to improve the strip such as topsoiling and seeding.

As the park is under the jurisdiction of the Flathead County Commissioners, a letter was written to them with the above proposal and their concurrence requested. They requested that a public meeting be held to find out what the residents of Hungry Horse thought about the proposal. As a result, a meeting was held on the evening of April 14, 1971.

The people present at the meeting did not object to us taking the 20 foot strip from the parks, but did not want to narrow Hungry Horse Boulevard. They feel that the 16 foot border strip will provide a sufficient park area and any new area would not be justified. However, they would like us to grade a baseball field and tennis court and provide an asphalt surface for the tennis court to be paid for with the money they receive for the 20 foot strip of right-of way from the parks.

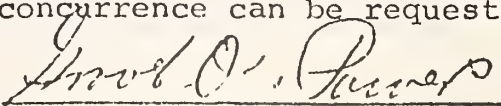
It is felt that this is an acceptable solution and complies with section 4 (f) of the 1968 DOT Act.

Please contact us if more information is required before Federal Highway Administration concurrence can be requested.

32-GOP:SCK:EHL:sp

cc: J.R. Beckert
B.C. Miller
E.H. Larson

- 178 -


Grover O. Powers, P.E.,
Preconstruction Engineer EXHIBIT 2

RECEIVED
APR 22 1971

HELENA, MONTANA

CLIFFORD E HAINES
WILLIAM H KNAPTON
JOE A DE LONG

FLATHEAD COUNTY
BOARD OF COMMISSIONERS
KALISPELL, MONTANA

P. O. Box 1000

April 21, 1971

GLENN E MILLHOUSE
CLERK

Lewis M. Chittim, P.E.
State Highway Engineer
Montana Highway Commission
Helena, Montana

Re: F-257 (16)
Hungry Horse-
Coram

Dear Mr. Chittim:

The three Flathead County Commissioners were in attendance at the meeting held in Hungry Horse on the evening of April 14, 1971. The meeting was very congenial, and the people were all of one mind regarding the problem concerning the public parks in the town of Hungry Horse.

They did decide that rather than move these parks 20 feet to the south, they would much prefer for the State of Montana to take the northerly 20 feet of these parks for highway use and the money which they would obtain from the State of Montana for the value of the property taken for highway purposes would much better be spent in developing playgrounds at the Hungry Horse school. Their reasoning was that if the parks were maintained in their present place and moved south 20 feet, the children would be very close to extremely heavy traffic and it would not be a suitable place for them to erect playground equipment. We Commissioners heartily concur in their final determination of this problem.

If we can be of further help to you in this matter, please feel free to contact us.

Sincerely yours,

BOARD OF COUNTY COMMISSIONERS

By

Clifford E. Haines
Clifford E. Haines, Chairman

Handwritten notes and stamps on the bottom left of the page, including a grid of boxes and the text "CEH:11".

EXHIBIT 23

STATE HIGHWAY COMMISSION OF MONTANA

To G.O. Powers, P.E., Preconstruction Engineer

Date April 19, 1971

From S.C. Kologi, P.E., Regional Engineer, West

Subject: F-257 (16)

Hungry Horse-Coram

On April 18, 1971, a meeting was held with the Flathead County Commissioners and interested residents of Hungry Horse in regard to the City Parks on the subject project. The Montana Highway Commission was represented by Jim Keithley and Gene Larson.

Our proposed 4-lane highway through Hungry Horse, was presented to the people by the County Commissioners. Since our highway would involve a 20 foot strip of land from the parks, we proposed to narrow up Hungry Horse Boulevard from 100 feet right-of-way to 80 feet right-of-way to provide the same park area.

The people present did not object to us taking the 20 foot strip from the parks, but did not want to narrow Hungry Horse Boulevard. They feel that with our border strip, a sufficient park area is provided. They would like us to provide an asphalt surface for a tennis court and grade a baseball diamond with the money they receive for the 20 foot strip from the parks.

It appears that this will satisfy our 4 (f) requirements as we would be replacing the park area. Upon receipt of an official statement from the Flathead County Commissioners documenting their wishes, we will submit the required data to the Federal Highway Administration for 4 (f) clearance.

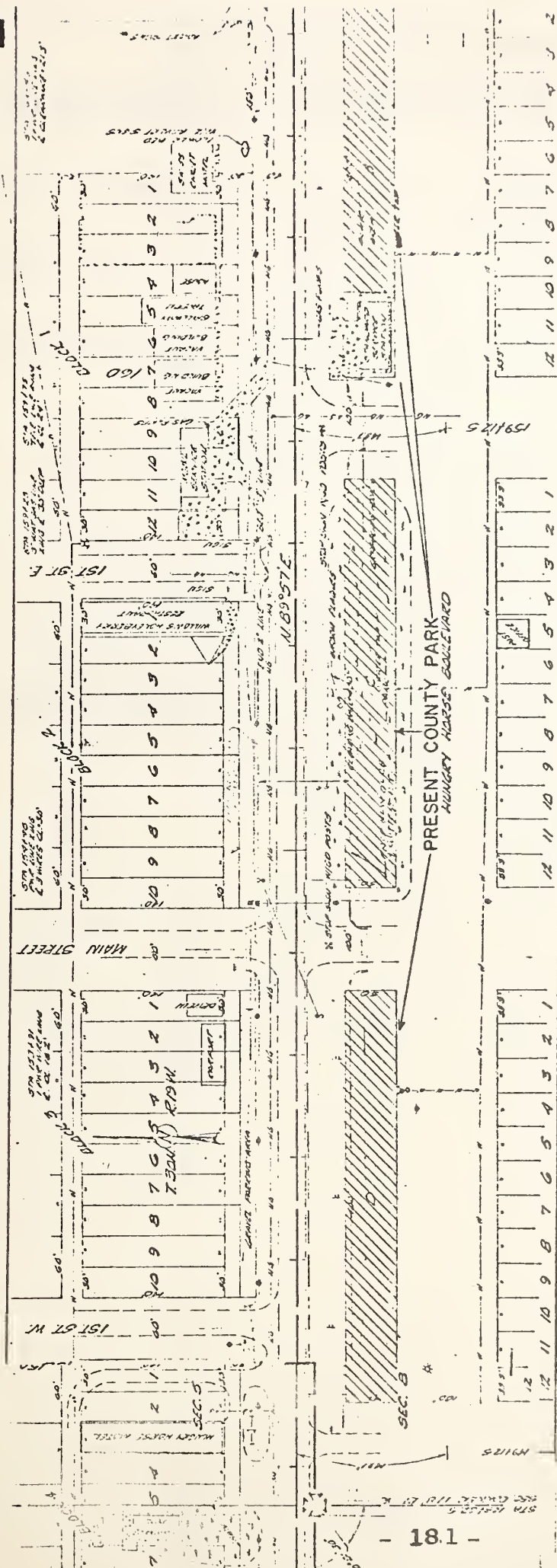
32-SCK:EHL:sp

cc: J.R. Beckert
B.C. Miller
J.J. Keithley
R.E. Champion
E.H. Larson
W.O. Nelson

Date Rec'd APR 19 1971			
2	3	R/W DIVISION	2
1	1	MAIL ROOM	1
		TO C.A. Agent	
		TO C.A. Agent	
		TO C.A. Agent	
		TO C.A. Agent	
		TO C.A. Agent	
		TO C.A. Agent	
		TO C.A. Agent	
		TO C.A. Agent	
Gen.		FILE	Pro.
Par.			Util.

Stephen C. Kologi
Avoid Verbal Instructions

Stephen C. Kologi, P.E.,
Regional Engineer, West



INTER-DEPARTMENTAL MEMORANDUM

MONTANA STATE HIGHWAY COMMISSION

To SUPERVISOR - RIGHT OF WAY SECTION

Date March 2, 1973

From MANAGER - FIELD RIGHT OF WAY UNIT

Subject: F 257 (16)

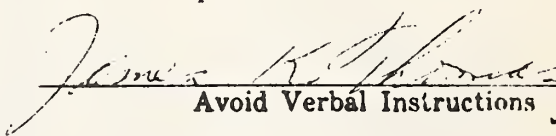
West Glacier - Southwest

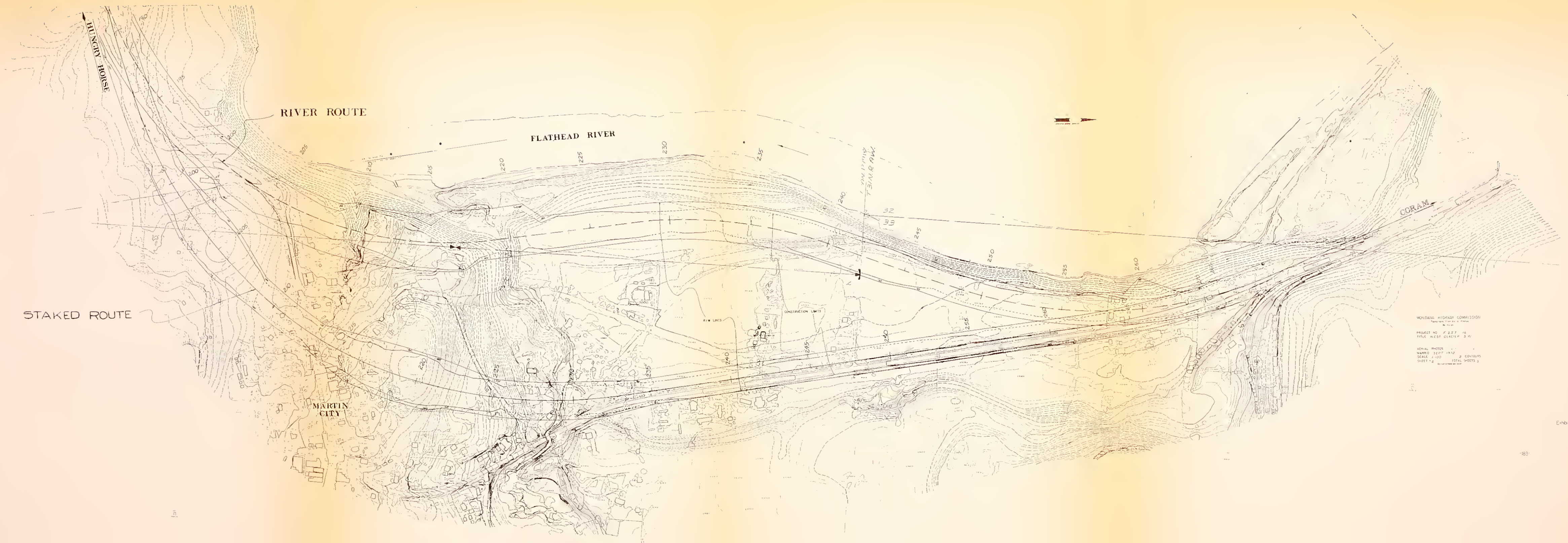
Ref: 62-MLN

Ranger Roger Lindgren, U.S. Forest Service, Hungry Horse Ranger Station was contacted this date regarding their uncompleted rest area left of Station 560+, subject project.

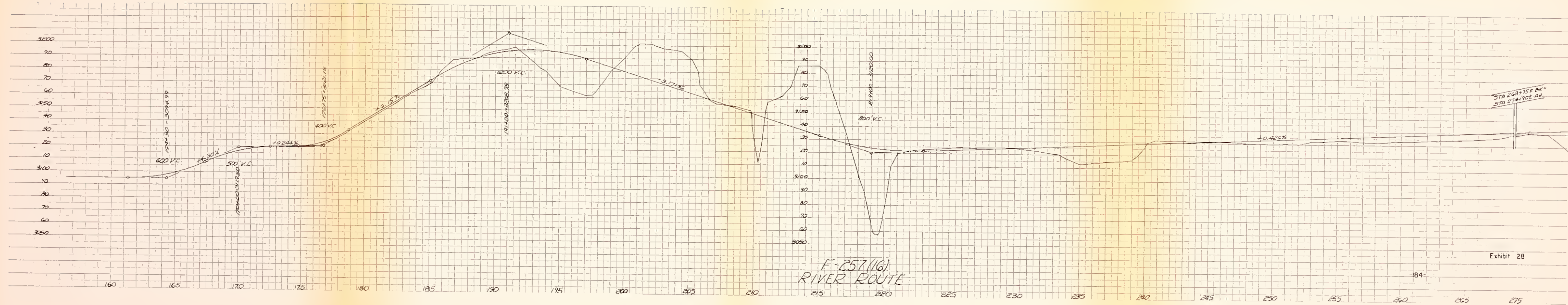
Mr. Lindgren, who is in charge of the Recreation and Lands Department for the U.S. Forest Service stated they had no contemplated use for this area and is not subject to provisions of Section 4-F.

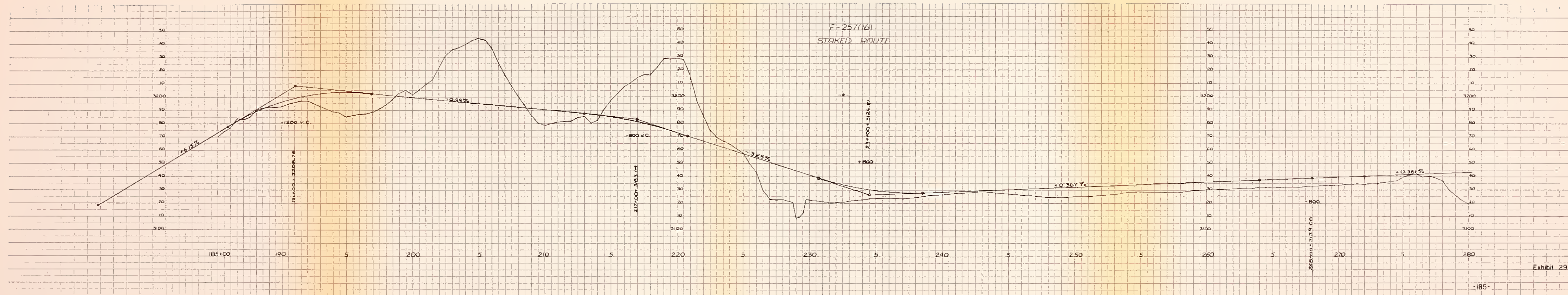
JKT:EEM:sp

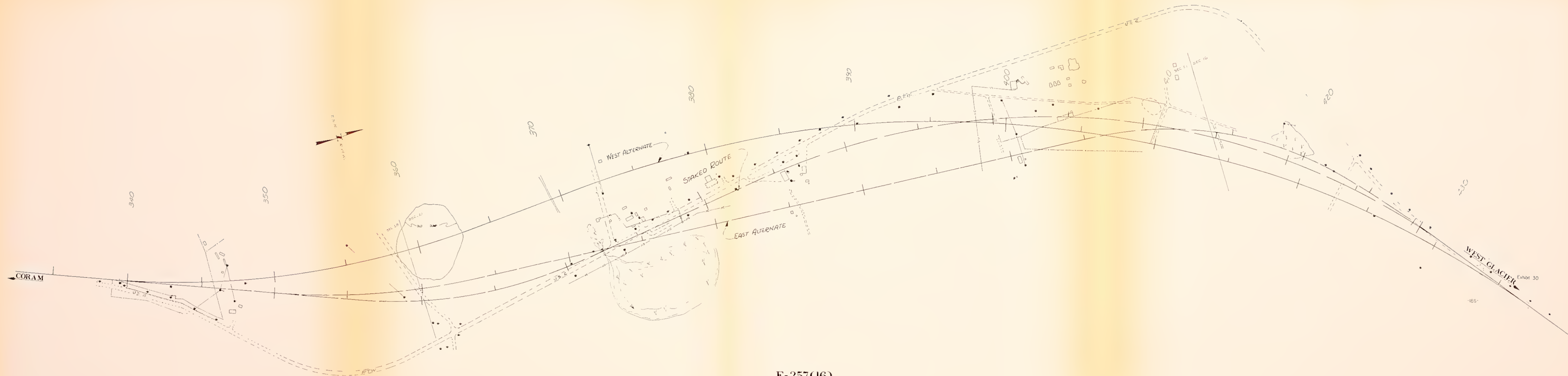

 Avoid Verbal Instructions



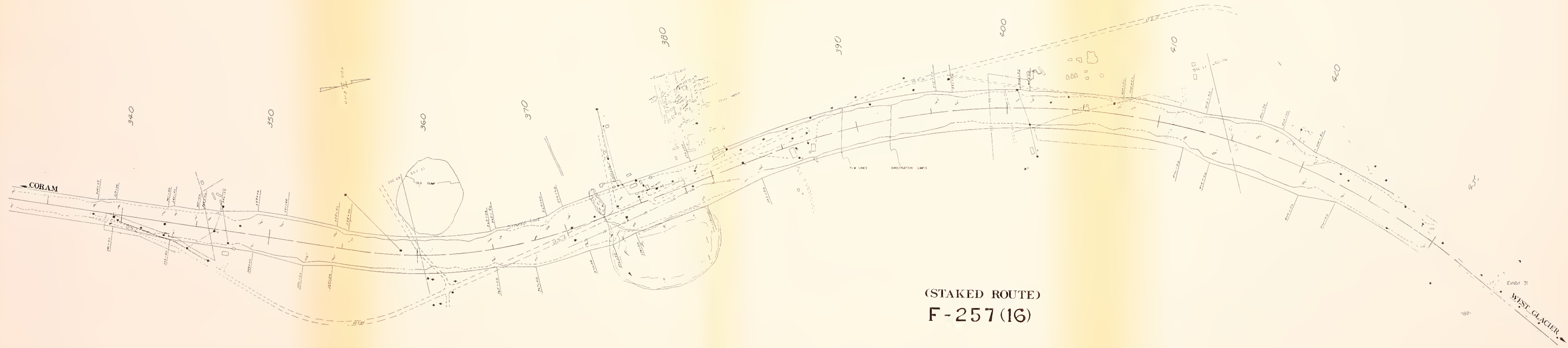
MONTANA HIGHWAY COMMISSION
PROJECT NO. 237 16
TITLE WEST GLACIER 3 1/2
AERIAL PHOTOS
MAPNO 3007 1970
SCALE 1:100
SHEET 2 TOTAL SHEETS 3





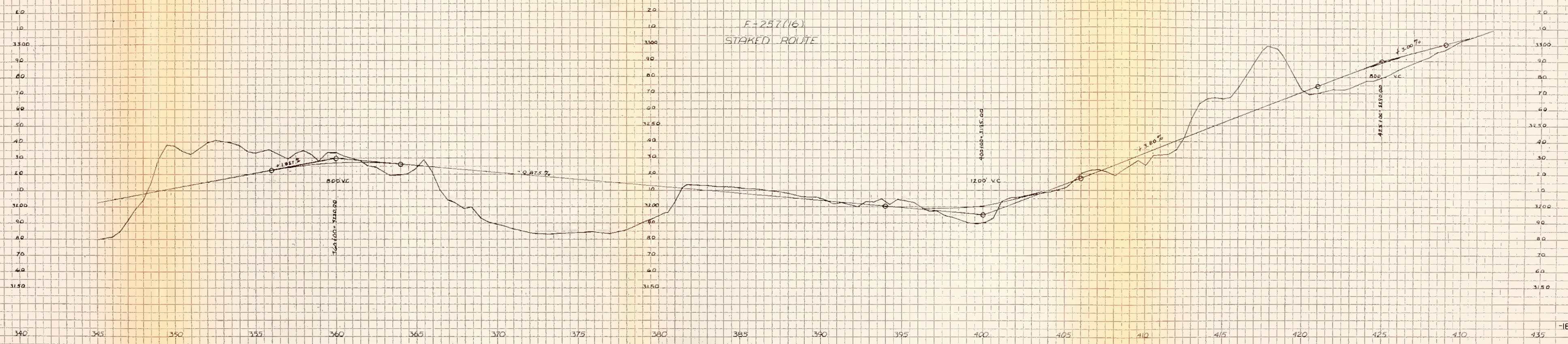


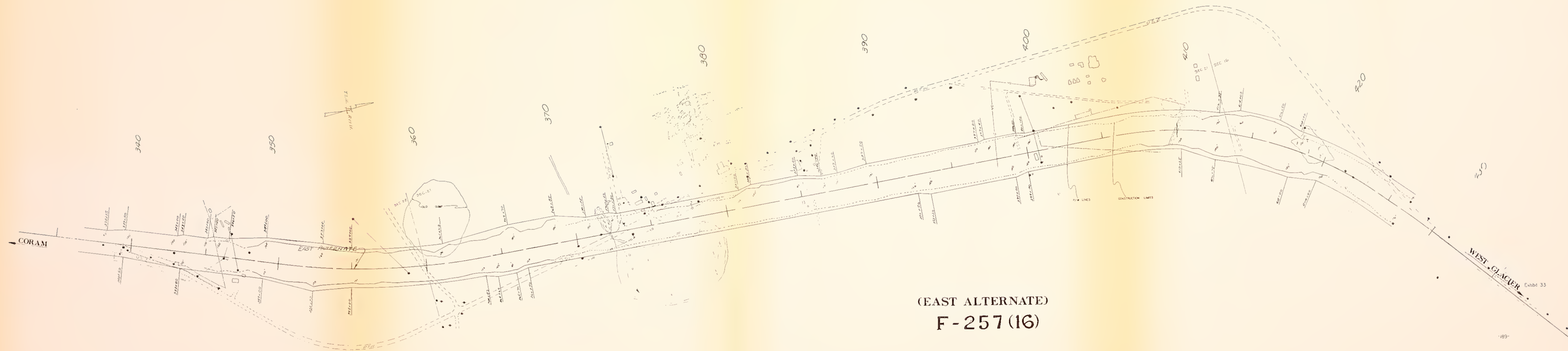
F-257(16)



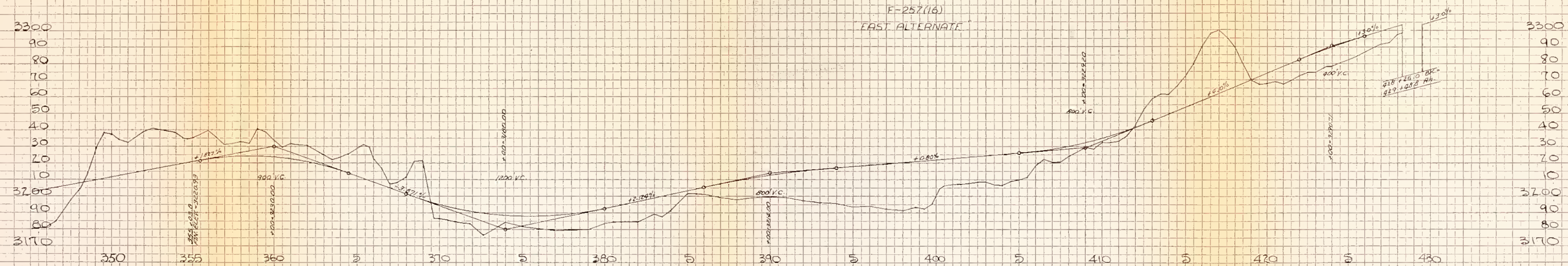
(STAKED ROUTE)
F-257(16)

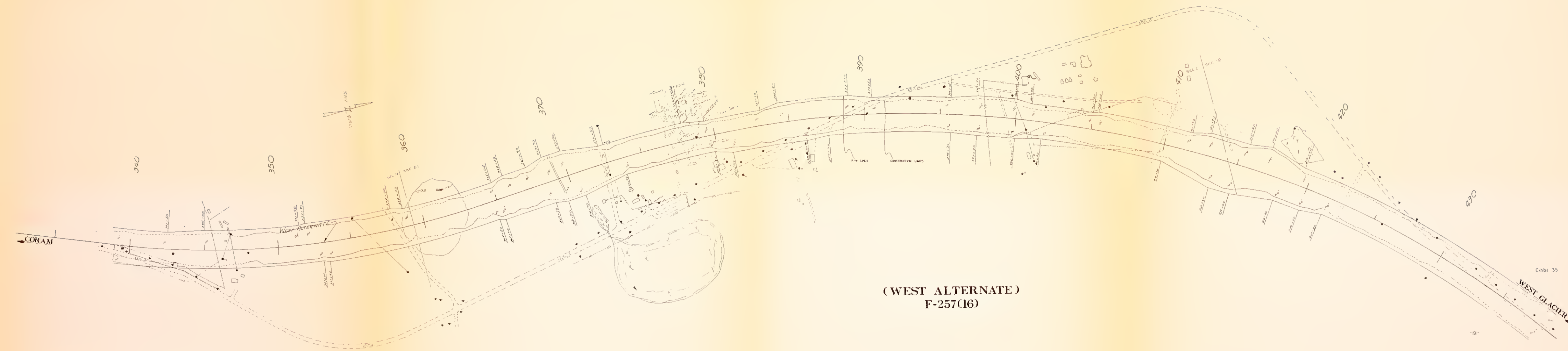
F-257(16)
STAKED ROUTE





(EAST ALTERNATE)
F-257(16)





(WEST ALTERNATE)
F-257(16)

